This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

AMERICAN STREET RAILWAY INVESTMENTS

A SUPPLEMENT TO THE

STREET RAILWAY JOURNAL

KEAN, VAN CORTLANDT & CO.

BANKERS,

26 NASSAU STREET, Cor. Cedar, NEW YORK.

ACC. No. 9803=12/12/11
REC'D 12/12/11
COST $5.00

JAMES C. YOUNG, President.
EDMUND W. WAKELEE, Secretary and Treasurer

Registrar and Transfer Company

Maintains the most thoroughly equipped Transfer Department in New York for Corporations of all States

This Company offers its S
Matters. We fully protect your ir
facilities for organization; ma
provided with all conveniences;
the filing of papers; **Act as Tran**
and offer, generally, every facilit
corporation laws.

32 LIBERTY STREE
The Mutual Life
Room 448

New Jersey Office a
COMMERCIAL TRU
JERSEY CIT

HENDERSON & CO.

24 NASSAU STREET,
NEW YORK.

BANKERS

N STREET RAILWAY AND
HER INVESTMENT
SECURITIES.

W YORK STOCK EXCHANGE

STANFORD UNIVERSITY LIBRARY

Gift of
The Baker Library
Graduate School of Business Administration
Harvard University

MANHATTAN

WALL St., cor.
NEW YO

Capital and Surplus

DIRECTORS AND OFFICERS
1901
OFFICERS.

John I. Waterbury, President.
John Kean, Amos T. French, Vice-Presidents.
Charles H. Smith, Secretary.
Wm. North Duane, Treasurer.

DIRECTORS.

Francis R. Appleton, New York.
August Belmont, New York.
H. W. Cannon, New York.
A. J. Cassatt, Philadelphia.
R. J. Cross, New York.
Rudulph Ellis, Philadelphia.
Amos T. French, New York.
James J. Hill, St. Paul.
John Kean, New Jersey.
John Howard Latham, New York.
Oliver H. Payne, New York.
E. D. Randolph, New York.
Grant B. Schley, New York.
James O. Sheldon, New York.
Edward Tuck, New York.
John I. Waterbury, New York.
R. T. Wilson, New York.

MANHATTAN TRUST CO.

is a Legal Depository for Court and Trust Funds and General Deposits. Interest paid on balances subject to cheque at sight through the New York Clearing House, and higher rates allowed upon deposits payable at specified dates or subject to notice.

The Company is authorized to act as Administrator, Executor, Guardian and Receiver; as Fiscal Agent for the payment of Bonds, Coupons, Dividends, etc., of States, Municipalities, Railroads and other Corporations; as Trustee under Mortgages or Deeds of Trust securing issues of bonds, and as Registrar or Transfer Agent of the Stocks and Bonds of Incorporated Companies; as Trustee of Estates and Individuals; and for the transaction of all such business exceptional facilities are offered.

he Audit Company
OF NEW YORK.
Cedar and William Streets,
Queen Building.

SIMPLIFIES SYSTEMS OF ACCOUNTING FOR STREET RAILROADS AND OTHERS, THUS INSURING REDUCED
∴ EXPENSES ∴

HOLLISTER & BABCOCK,

BANKERS AND BROKERS,

17 AND 19 BROAD STREET,

MILLS BUILDING NEW YORK.

HG4991
M14

MEMBERS OF THE
NEW YORK STOCK EXCHANGE

DEAL IN Investment Securities

Municipal and State Bonds.
Steam and Street Railways.

Negotiate Loans.
Execute Orders in Stocks.

Kountze Brothers,

BANKERS,

Broadway and Cedar Street, NEW YORK.

**Railroad, Street Railway
and Municipal**

INVESTMENT SECURITIES

ALLOW INTEREST ON DEPOSITS.

MAKE LOANS
AGAINST APPROVED COLLATERAL.

ACT AS FISCAL AGENTS FOR
MUNICIPALITIES AND CORPORATIONS.

BUY AND SELL
U. S. BONDS AND OTHER SECURITIES
FOR THE USUAL COMMISSION.

TRANSACT A GENERAL
Domestic and Foreign
Banking Business.

EDWARD G. JONES & CO.

BANKERS,

DEALERS IN

GOVERNMENT,
MUNICIPAL, RAILWAY
AND
STREET RAILWAY
BONDS.

LOANS MADE.
STREET RAILWAYS FINANCED.

1 Nassau St., (Cor. Wall), NEW YORK.
112 South Fourth St., PHILADELPHIA.

NEW YORK SECURITY AND TRUST CO.

44 & 46 WALL STREET, NEW YORK.

CAPITAL and SURPLUS, $3,250,000.00

CHARLES S. FAIRCHILD, President.
Abram M. Hyatt, 2d Vice-Pres. Osborn W. Bright, Sec'y.
Zelah Van Loan, Asst. Sec'y.

TRUSTEES.

CHARLES S. FAIRCHILD,
JAMES J. HILL,
WILLIAM F. BUCKLEY,
STUART G. NELSON,
HUDSON HOAGLAND,
JAMES STILLMAN,
M. C. D. BORDEN,
JOHN G. McCULLOUGH,
ALDACE F. WALKER
GEORGE W. PERKINS,
ABRAM M. HYATT.
EDWARD UHL,
FREDERIC R. COUDERT,
B. AYMAR SANDS,
JOHN W. STERLING,
JOHN A. McCALL,
JAMES A. BLAIR,
FRANK W. STEARNS,
EDMUND D. RANDOLPH,

This Company is authorized to act as Executor, Trustee, Administrator, Guardian, Agent and Receiver. Is a Legal Depositary for Court and Trust Funds. Will take entire charge of real and personal estates, collecting the income and profits, and attending to all such details as an individual in like capacity could do.

Receives deposits subject to sight drafts, allowing interest on daily balances, and issues certificates of deposit bearing interest. Acts as Registrar and Transfer Agent of all Stocks and Bonds.

BOND DEPARTMENT.

Carefully selected securities for investment always on hand.
H. W. Whipple, Manager Bond Dept.

N. W. HARRIS & COMPANY

BANKERS,

NEW YORK (Bank Commerce Bldg.)
CHICAGO (Marquette Bldg.)
BOSTON (Equitable Bldg.)

Government and Municipal Bonds

BOUGHT AND SOLD

ALSO DEALERS IN

STREET RAILWAY,

Gas, Electric Light and Power Co.'s Bonds

Appraisements made or quotations furnished for the purchase, sale or exchange of above securities.

LISTS ON APPLICATION.

Entire issues purchased and especial attention paid to the refunding of maturing bonds on above securities.

31 NASSAU STREET,
NEW YORK.

EMERSON MCMILLIN. HENRY B. WILSON.

Emerson McMillin & Co.

BANKERS,

40 WALL STREET, NEW YORK.

Investment Securities.

GAS, ELECTRIC LIGHT AND STREET RAILWAYS.

High-Class Bonds and Dividend Paying Stocks Bought and Sold on Commission.

Financial Agents for Corporations in Paying Coupons and Dividends.

ACT AS TRANSFER AGENTS FOR CORPORATIONS.

E. H. GAY & CO.

BANKERS,

BOSTON,
131 Devonshire St.

NEW YORK,
1 Nassau St.

PHILADELPHIA,
421 Chestnut St.

MONTREAL.
Canada Life Building.

WE BUY AND SELL

STREET RAILWAY BONDS

Upon established systems in and between large cities and towns, surplus earnings over fixed charges and operating expenses.

CORRESPONDENCE SOLICITED.

Tucker, Anthony & Co.

Bankers and Brokers,

53 State Street Boston, Mass.

Members Boston Stock Exchange.

Private Wires to
NEW YORK,
HARTFORD,
NEW HAVEN and
NEW BEDFORD

ALL CLASSES OF

Stocks, Bonds and Investment Securities Bought and Sold on Commission.

Special Attention Given to Street Railway Properties.

ESTABLISHED 1868.
GUSTAVUS MAAS,
Dealer in Miscellaneous Securities.
STREET RAILWAY AND GAS
SECURITIES A SPECIALTY.
TELEPHONE, 2137 CORTLANDT.
26 BROAD ST., NEW YORK.

CASSATT & CO.,
BANKERS,
26 South 15th Street, - - Philadelphia.

Investment Securities, Gas, Electric Light, Street Railways a Specialty. Financial Agents for Corporations in paying Coupons and Dividends.

THOMAS A. BIDDLE & CO.,
STOCK BROKERS,
No. 326 Walnut Street, Philadelphia, Pa.
DEALERS IN INVESTMENT SECURITIES
Orders Executed at the Stock Exchanges of Philadelphia and Other Cities.

Capital Furnished
For Meritorious Railway Enterprises.
A. N. CHANDLER & CO.,
BANKERS,
THE BOURSE, PHILADELPHIA.

GEO. I. MALCOM. T. GORTON COOMBE.
TELEPHONE 1541 CORTLANDT.
MALCOM & COOMBE,
BANKERS AND BROKERS,
6 Wall Street, Schermerhorn Bld'g,
New York.
MEMBERS NEW YORK STOCK EXCHANGE.
BRANCH OFFICE: BROADWAY AND GREENE AVE., BROOKLYN.

STREET RAILWAY JOURNAL,
The Standard Authority on Street Railway Construction, Operation, Management, Finance, Accounting and Law.
120 Liberty Street, NEW YORK.

Coons, Barr & Company
INVESTMENT
SECURITIES
907-908 Williamson Building
CLEVELAND, OHIO

We Purchase Entire Issues of Street Railway, Electric Lighting, Gas and Water Bonds

Correspondence Solicited

DENISON, PRIOR & CO.
Bankers
CLEVELAND ∴ ∴ BOSTON
DEALERS IN
GOVERNMENT, MUNICIPAL
and CORPORATION BONDS
Buy and Sell Street Railway and Gas Company Bonds on Established Properties

Lists Furnished on Application

121 Euclid Avenue CLEVELAND
8 Exchange Place BOSTON

J. WM. MIDDENDORF
WM. B. OLIVER

Middendorf, Oliver & Co.
Bankers and Brokers
Continental Trust Company Building
Members Baltimore Stock Exchange
Baltimore, Md.

Rudolph Kleybolte
& Co.
BANKERS

CINCINNATI, Third Street, cor. Walnut
NEW YORK, No. 1 Nassau Street
CHICAGO, 171 La Salle Street

We Purchase Entire Issues of Street Railway and Electric Lighting Bonds

Correspondence Invited.

Mason, Lewis & Co.

BANKERS,

CHICAGO: MONADNOCK BUILDING.
BOSTON: 60 DEVONSHIRE STREET.

MUNICIPAL -
RAILROAD- -
CORPORATION **BONDS**

WE BUY TOTAL ISSUES FIRST MORTGAGE BONDS.

STREET RAILWAY COMPANIES.
ELECTRIC POWER COMPANIES.
ELECTRIC LIGHTING COMPANIES.
GAS COMPANIES.

CORRESPONDENCE INVITED.

GEO. A. HUHN & SONS

BANKERS
...AND...
BROKERS

143 SOUTH FOURTH STREET,
PHILADELPHIA, PENNA.

Stocks and Bonds Bought and Sold on Commission.

Interest Allowed on Deposits.
Orders Executed on all Exchanges.

PRIVATE WIRES TO NEW YORK, BOSTON, CHICAGO AND PITTSBURGH.

ALEXANDER BROWN & SONS

No. 135 East Baltimore Street,
BALTIMORE, MD.

FOREIGN AND DOMESTIC . . . BANKERS

RECEIVE ACCOUNTS of Banks, Bankers, Corporations, Firms and Individuals on the most favorable terms.
ACT AS TRANSFER AND FINANCIAL AGENTS for Corporations, Paying Coupons, Dividends, etc.
INTEREST ALLOWED on Current Balances and at special rates for Time Deposits as agreed upon.
DIVIDENDS, COUPONS, RENTS, INTEREST, etc., collected for Depositors.
MEMBER OF STOCK EXCHANGE. (Private wire to Brown Bros. & Co., New York, Philadelphia and Boston.) Execute orders for Purchase and Sale of Stocks and Bonds in this and other markets.
INVESTMENT SECURITIES always on hand.
RAILROAD, MUNICIPAL and other Bonds issued and Loans negotiated.
COMMERCIAL AND TRAVELERS' LETTERS OF CREDIT issued IN DOLLARS, for use in this Country, Canada, Mexico and the West Indies, and IN STERLING, available in any part of the world. Credits are issued against deposit of cash, securities or satisfactory guarantee of repayment.
INTERNATIONAL CHEQUES also issued in various denominations.
ACCEPT CUSTODY OF BONDS, STOCKS and other Securities, and Collect Coupons and Dividends for Credit customers while abroad.
BILLS OF EXCHANGE Bought and Sold.
REMITTANCES OF MONEY made to and Collections made in all parts of the world.
CABLE AND TELEGRAPHIC TRANSFERS OF MONEY made.

BROWN BROTHERS & CO.,
New York. Philadelphia. Boston.

BROWN, SHIPLEY & CO.,
London, Eng.

Maryland Trust Co.

BALTIMORE.

CAPITAL, - - $1,500,000.00
SURPLUS, - - 1,500,000.00

A Legal Depository for Court and Trust Funds.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a General Trust Business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds and for the payment of coupons, interest and dividends.

J. WILLCOX BROWN, President.
LLOYD L. JACKSON, - - - First Vice-President
HENRY J. BOWDOIN, - - - Second Vice-President
J. BERNARD SCOTT, - - - Secretary-Treasurer
CARROLL VAN NESS, - - - Asst. Secretary-Treasurer

DIRECTORS.

J. WILLCOX BROWN,
WM. A. MARBURG,
BASIL B. GORDON,
LLOYD L. JACKSON,
GEO. A. VON LINGEN,
H. J. BOWDOIN,
JOSHUA LEVERING,
W. B. BROOKS, Jr.,
JOHN S. WILSON,
FRED'K W. WOOD,
SEYMOUR MANDELBAUM,
LEOPOLD STROUSE,
HENRY WALTERS,
H. A. PARR,
B. N. BAKER,
ANDREW D. JONES,
JAMES BOND,
ALEXANDER BROWN,
JOHN A. TOMPKINS,
CLAYTON C. HALL,
J. D. BAKER,
JOSIAH L. BLACKWELL,
GEORGE C. JENKINS,
JOHN PLEASANTS.

United States Mortgage and Trust Company,

MUTUAL LIFE BUILDING,

59 CEDAR STREET, NEW YORK.

Capital, $2,000,000. Surplus, $2,500,000.

Trust Department

Acts as Executor, Trustee, Administrator, Guardian, Transfer Agent, and in all Trust Capacities.

Banking Department

Receives Deposits subject to Check or on Certificate. Checks pass through New York Clearing Honse. Allows Interest on Deposits. Acts as Fiscal Agent for Municipalities and Corporations. Pays Coupons. Loans on Securities.

Real Estate Department

Takes entire charge of Real Estate, Collecting Rents, Paying Taxes and Insurance, Making Repairs, etc. Competent Superintendent and Architect in charge.

Foreign Exchange Department

Has Correspondents in England and on the Continent. Buys and sells Foreign Exchange. Issues Letters of Credit available in all parts of the world.

Municipal Bond Department

Prepares and certifies as to the genuineness of municipal bonds for the better protection of such securities. Pays Coupons.

Corporation Bond Department

Undertakes the preparation of corporation bonds when the Company acts as Trustee. Pays Coupons.

OFFICERS.

George W. Young................President.

Luther Kountze	Vice-President.	William P. Elliott	Secretary.
James Timpson	2nd Vice-President.	Richard M. Hurd	Asst. Secretary.
Arthur Turnbull	3rd Vice-President.	Calvert Brewer	Asst. Treasurer.
Clark Williams	Treasurer.	Alexander Phillips	Mgr. Foreign Dept.

EXECUTIVE COMMITTEE.

Dumont Clarke,
Richard A. McCurdy,
Charles D. Dickey,
Charles R. Henderson,
Gustav E. Kissel,
Luther Kountze,
James Timpson,
George W. Young.

DIRECTORS.

Samuel D. Babcock,
Wm. H. Baldwin, Jr.,
Frederick O. Barton,
C. Ledyard Blair,
Dumont Clarke,
C. C. Cuyler.
Charles D. Dickey,
William P. Dixon,
Robert A. Granniss,
G. G. Haven, Jr.,
Charles R. Henderson,
Gustav E. Kissel,
Luther Kountze,
Charlton T. Lewis,
Richard A. McCurdy,
Robert Olyphant,
Charles M. Pratt,
Mortimer L. Schiff,
James Timpson,
Eben B. Thomas,
George W. Young.

DEPOSITARY OF { THE UNITED STATES.
THE STATE OF NEW YORK.
THE CITY OF NEW YORK.

The National City Bank

OF NEW YORK.

ORIGINAL CHARTER DATED 1812.

Capital,	**$10,000,000**
Surplus and Profits,	**5,700,000**
Shareholders' Liability,	**10,000,000**
	$25,000,000

TRANSACT A GENERAL BANKING BUSINESS.

BUY AND SELL DRAFTS, CABLE TRANSFERS, ISSUE TRAVELERS' LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD, ALSO COMMERCIAL CREDITS

Make Collections and do a General Foreign Banking Business.

ACCOUNTS OF BANKS AND BANKERS, CORPORATIONS AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS.

OFFICERS:

JAMES STILLMAN, President.

SAMUEL SLOAN, Vice-President.
A. G. LOOMIS, Vice-President.
G. S. WHITSON, Vice-President.
WM. A. SIMONSON, Vice-President.

H. M. KILBORN. Cashier.
W. H. TAPPAN, Asst. Cashier.
A. KAVANAGH, Asst. Cashier.
J. A. STILLMAN, Asst. Cashier.

C. JANSSEN, Manager Foreign Exchange.

DIRECTORS:

FRANCIS M. BACON, of Bacon & Co., 92 Franklin St.
ROBERT BACON, of J. P. Morgan & Co., 23 Wall St.
CLEVELAND H. DODGE, of Phelps, Dodge & Co., 99 John Street.
CHARLES S. FAIRCHILD, President of the New York Security and Trust Company.
EDWARD H. HARRIMAN, Chairman U. P. R. R. Co.
HENRY O. HAVEMEYER, President American Sugar Refining Co., 117 Wall St.
ARCHIBALD G. LOOMIS, Vice-President.
JOHN A. McCALL, Pres. of the New York Life Ins. Co.
STEPHEN S. PALMER, President New Jersey Zinc Co., 71 Broadway.
GEORGE W. PERKINS, Vice-President of the New York Life Insurance Co.
JAMES H. POST, of B. H. Howell, Son & Co, 109 Wall St.
M. TAYLOR PYNE, 52 Wall Street, New York.
WILLIAM ROCKEFELLER, Pres. of the Standard Oil Co.
JOHN W. STERLING, of Shearman & Sterling, 46 Wall St.
JACOB H. SCHIFF, of Kuhn, Loeb & Co., 27 Pine St.
JAMES STILLMAN, President.
WILLIAM DOUGLAS SLOANE, of W. & J. Sloane, 884 Broadway.
SAMUEL SLOAN, of the Delaware, Lackawanna, & Western R. R. Co.
HENRY A. C. TAYLOR, 52 Wall St., New York.
MOSES TAYLOR, Vice-Pres. Lackawanna Iron & Steel Co.

American Street Railway Investments.

A SUPPLEMENT TO THE

Street Railway Journal.

PUBLISHED ANNUALLY,
FOR THE USE OF
Bankers, Brokers, Capitalists, Investors,
... AND ...
Street Railway Companies

1901.

COPYRIGHTED, 1901
... BY ...
THE STREET RAILWAY PUBLISHING COMPANY
No. 120 LIBERTY STREET,
NEW YORK.

476113
Long Distance Telephone
Cable Address Macafe

JOHN BLAIR MACAFEE

ELECTRIC RAILWAYS, POWER PLANTS,
TRANSMISSION LINES, LIGHTING SYSTEMS
EQUIPPED READY FOR OPERATION.
PRELIMINARY ENGINEERING A SPECIALTY.
REPORTS MADE UPON OPERATING PROPERTIES
AND NEW PROPOSITIONS.

1002-1008 Harrison Building,
Philadelphia, Pa., U. S. A.

SECURITIES OF ELECTRIC COMPANIES
BOUGHT AND SOLD

ELECTRICAL INSTALLATION COMPANY, Incorporated 1893

Contractors and Engineers

Monadnock Building, CHICAGO

Special attention given to complete construction and equipment of interurban electric railways

Meritorious railway propositions financed

Examinations, Reports, Estimates, Plans, Specifications

J. I. CASE, President
F. H. FITCH, C. E., Vice-President
J. A. BRETT, E. E., General Manager
A. M. HEWES, Secretary-Treasurer
A. H. STOCKING, M. E.

SANDERSON & PORTER

Engineers and Contractors

ELECTRIC RAILWAY
LIGHT AND POWER PLANTS
HYDRAULIC DEVELOPMENT

No. 31 NASSAU STREET
NEW YORK

INDEX TO MAPS.

ALBANY, N. Y.—United Traction Co. .... between 4-5
ALTON, ILL.—Alton Railway, Gas & Electric Co. 8
ANDERSON, IND.—Union Traction Co., of Indiana 12
ATLANTA, GA.—Atlanta Railway & Power Co. .... between 14-15
Atlanta Rapid Transit Co. .... " 16-17
BINGHAMTON, N. Y.—Binghamton Railroad Co. 24
BIRMINGHAM, ALA.—Birmingham Railway, Light & Power Co. 26
BOSTON, MASS.—Boston Elevated Railway Co. .... between 28-29
Massachusetts Electric Companies .... " 30-31
BROOKLYN, N. Y.—Brooklyn Rapid Transit Co. .... " 38-39
BUFFALO, N. Y.—International Tracticn Co. .... " 46-47
CLEVELAND, O.—Cleveland City Railway Co 69
Cleveland Electric Railway Co 69
COLUMBUS, O.—Columbus Street Railway Co 73
DENVER, COL.—Denver City Tramway Co. .... between 82-83
DETROIT, MICH.—Detroit United Railway 85
GRAND RAPIDS, MICH.—Consolidated Street Railway Co. 109
KANSAS CITY, MO.—Metropolitan Street Railway Co. 131
MILWAUKEE, WIS.—Milwaukee Electric Railway & Light Co. 155
MINNEAPOLIS, MINN.—Twin City Rapid Transit Co 157
MONTREAL, CANADA.—Montreal Street Railway Co. 161
NEW YORK CITY, N. Y.—Metropolitan Street Railway Co. .... between 180-181
NORFOLK, VA.—Norfolk Railway & Light Co. 187
PHILADELPHIA, PA.—Union Traction Co. .... between 200-201
POMEROY, OHIO.—Ohio River Electric Railway & Power Co. 216
RICHMOND, VA.—Richmond Railway & Electric Co. .... between 228-229
ST. LOUIS, MO.—United Railways of St. Louis 237
SAN FRANCISCO, CAL.—Market Street Railway Co. .... between 242-243
TOLEDO, O.—Toledo Traction Co. 264
WEBB CITY, MO.—Southwest Missouri Electric Railway Co. 275

SPENCER TRASK & CO., 27-29 PINE ST., NEW YORK.
BANKERS,

Transact a general banking business; act as Fiscal agents for corporations, and negotiate security issues of railroads and other companies. Execute commission orders and deal in - -

INVESTMENT SECURITIES.

Members New York Stock Exchange.

Branch Office: 67 STATE STREET, ALBANY.

J. G. WHITE & COMPANY,

(INCORPORATED.)

29 Broadway, New York

LONDON: J. G. WHITE & CO. LTD.,
22A COLLEGE HILL CANNON STREET.

ENGINEERS

CONTRACTORS

ELECTRIC RAILWAYS,
ELECTRIC LIGHTING
ELECTRIC TRANSMISSION.

REPORTS AND ESTIMATES
FURNISHED.

SECURITIES OF HIGH GRADE ACCEPTED
OR NEGOTIATED.

LEMUEL W. SERRELL, M. E.
Contracting Engineer.

General Street Railway Contractor.
Roads Built Ready to Operate.

Fidelity & Casualty Bldg. 99 Cedar St., NEW YORK.

T. M. R. MEIKLEHAM
and
W. B. DINSMORE, Jr.

Engineers, Edison Building, 44 Broad St., New York.

ALBERT B. HERRICK

Consulting Electrical Engineer

Inspections, Tests, Appraisals and
Reports on Street Railway Properties.

Specialist on the Improvement of Economy of Power Production and Distribution, Repair Shop Improvements and Labor Saving Methods, Maintenance of the Equipment and Electrolysis Tests.

Long Dist. Telephone, 2059 Cortlandt.
Cable Address, Albeiteria.

120 Liberty St.,
New York City.

DAVID PEPPER, Jr. *ALBERT L. REGISTER.*

PEPPER & REGISTER

ESTABLISHED 1889

Engineers and General Contractors

COMPLETE ELECTRIC RAILWAYS,
STEAM & WATER POWER PLANTS

Fidelity Mutual Life Bldg., 112, 114, 116 N. Broad St.
PHILADELPHIA

KOHLER BROTHERS,

Engineers and Contractors
for Complete Steam and
Electric Railways.

Write us when contemplating the building of new lines, or improvements to existing properties.

1804-1806-1808-1810-1812
Fisher Building,
Chicago, Ill.

H. S. COOPER President
B. Y. FROST Vice-President
W. S. GURNEE, 3rd Sec'y and Treas.

THE ELECTRICAL ENGINEERING AND DEVELOPMENT CO.

Advisory, Constructing, Supervising and Operating
Engineering of Electric Railways, Lighting
and Power Plants

29 BROADWAY NEW YORK

E. H. PIERCE. R. E. RICHARDSON. S. G. NEILER.

Pierce, Richardson & Neiler

(INCORPORATED)

ENGINEERS

CONSULTING, DESIGNING AND SUPERVISING

1405-1412 Manhattan Building

Telephone, Harrison 592. CHICAGO, ILL.

DEPARTMENTS OF ENGINEERING
Electrical, Mechanical, Heating, Ventilating, Sanitary.

Arnold Electric Power Station Co.

ENGINEERS — CONTRACTORS

DESIGNERS AND BUILDERS OF COMPLETE

Electric Railway, Light and Power Installations

We are free to USE any approved make of apparatus desired by our clients and refer to the following installations, representing over $2,000,000 in electric construction work:

- Chicago Board of Trade.
- Englewood & Chicago Electric Railway.
- Imperial Electric Light, Heat and Power Co., St. Louis.
- Garrett Building, Chicago.
- Chicago & Milwaukee Electric Railway.
- Chicago Great Western Ry., Oelwein, Iowa.
- Wisconsin Central Ry., at Fond du Lac, Wis.
- Chicago Electric Traction Co.
- Otis Elevator Co., Chicago.
- Kenosha (Wis.) Street Railway.
- Lansing, St. John & St. Louis Ry. (Mich.)
- Grand Rapids, Holland & Lake Michigan Rapid Railway.

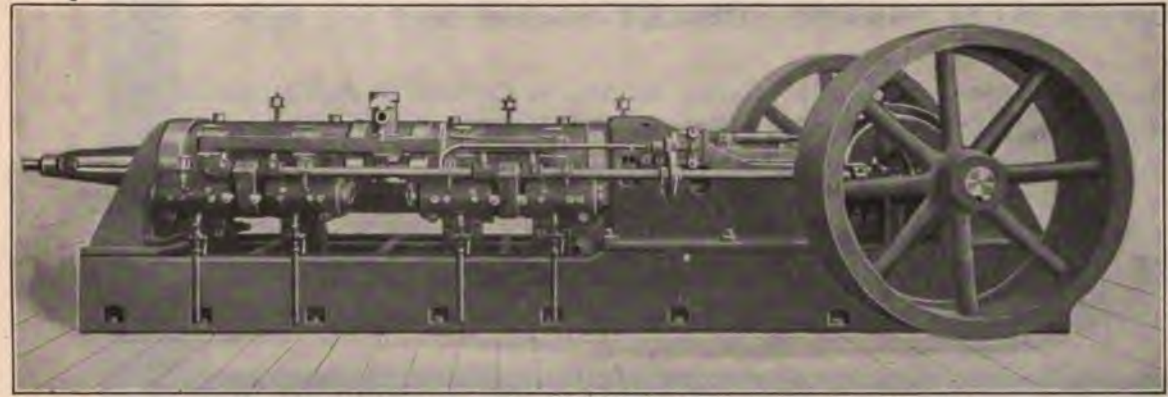
SUITE 1540, MARQUETTE BLDG., CHICAGO.

ROOM 711, TRANSIT BLDG., NEW YORK.

Double Acting Tandem Gas Engines

FOR USE IN ELECTRIC LIGHTING OR FOR DRIVING RAILWAY GENERATORS, BELTED OR DIRECT CONNECTED.

Built in standard sizes from 15 H. P. up to 2,100 H. P., or larger to order. Quick delivery up to and including 400 H. P. rated or 600 H. P. actual. Patterns on hand for sizes up to and including 1,000 H. P.
Two regular impulses each revolution. Governing effected by throttling a mixture of constant strength. Ball-bearing Governors.
Speed regulation within two per cent. from no load to full rated brake load. Each engine tested to overload on large generators.
Variation in angular velocity guaranteed to be within 1½ per cent. or within ⅛ of a degree Speed changed at the switchboard.
Engines adapted for and guaranteed to operate perfectly on natural, illuminating or producer gas, on 10,000 B. T. U. per H. P. hour.

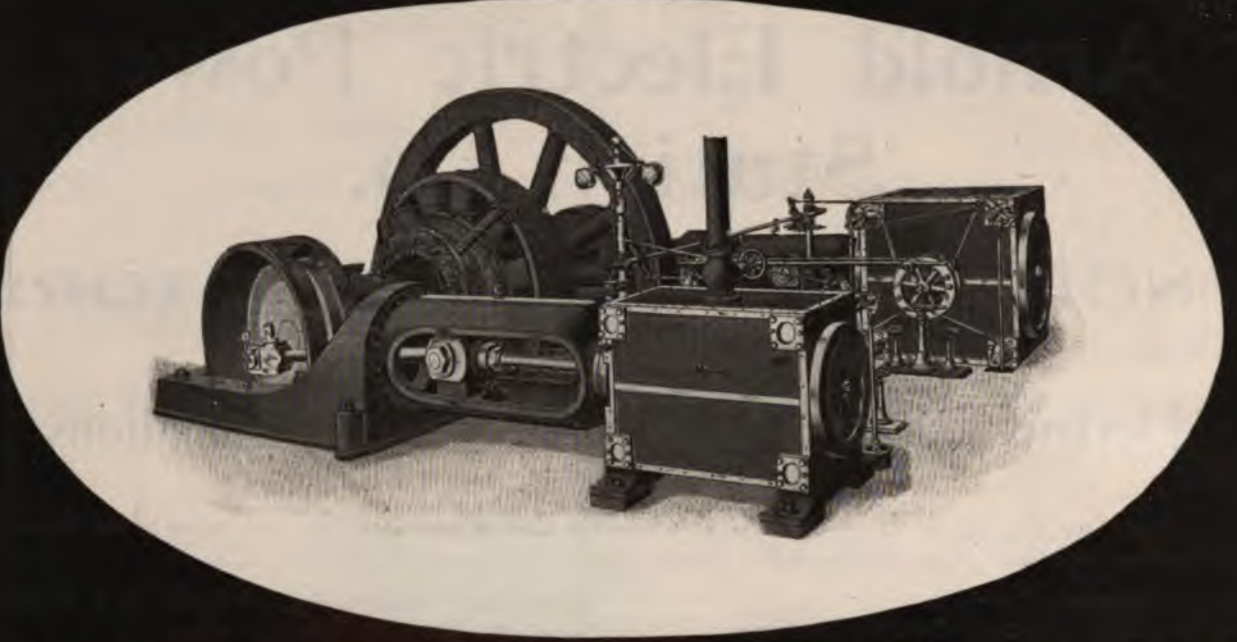


These engines run on one pound of coal per Brake horse power hour, using Producer Gas.

THESE engines are especially adapted for use in small electric street railway stations where the variation in load is violent and excessive, and where large momentary overload capacity is imperative.

All wearing parts are adjustable for wear. Strictly high-grade workmanship and the very best of material only is used. All parts made interchangeable and replaceable.
All repairs free for two years unless damage is caused by accident or carelessness.
All surfaces exposed to internal heat are thoroughly water-jacketed. This includes the hollow pistons and nickel steel piston rods (through which a constant stream of water is flowing), the valve seats, cylinders and cylinder heads. Consequently, very high compression may be and is used, insuring the greatest economy of fuel, absorbing all inertia from the reciprocating parts, minimizing the work on bearings, and securing noiseless and non-vibrating action at full speed, and on excessive loads, or on instant changes from heavy loads to nothing, and *vice versa*. All engines rated at 45 lbs. M. E. P., but capable of and proportioned for loads requiring 80 lbs. M. E. P.
Engines put in on approval for responsible parties, either in new plants or to replace steam engines.
Parties desiring further information are invited to write or call at the works and see for themselves tests, etc.

Standard Automatic Gas Engine Co., Oil City, Pa., U. S. A.



ELECTRICAL & STEAM MACHINERY
OF ALL FIRST-CLASS MAKERS
FOR RAILWAY & LIGHTING & POWER

WE have constantly on hand a large number of electric generators of **WESTINGHOUSE, GENERAL ELECTRIC,** and other standard makes; also **ENGINES AND BOILERS**; which are in first class condition and equal to new in every respect. These have not been displaced on account of inherent defects, but on account of changes in system, consolidation, etc.

We also have in stock **STREET CARS, CAR MOTORS AND CONTROLLERS,** of all standard types, and all kinds of **ELECTRICAL APPARATUS** for **ALTERNATING, DIRECT** current and arc lighting work.

We are prepared to furnish everything for the complete installation of an electric **RAILROAD, LIGHTING** or **POWER** plant, using machinery of the very best known type or manufacture.

If you contemplate **CHANGING** your system or **DISPOSING** of **MACHINERY** or **EQUIPMENT,** we will **PURCHASE** same **OUTRIGHT** from you, providing it is in good condition and of modern design.

ROSSITER, MAC GOVERN & CO.,
141 BROADWAY, N.Y. CITY.
FACTORIES, { BROOKLYN, N.Y.
JERSEY CITY, N.J.
SEND FOR CATALOG.

INDEX TO ADVERTISERS.

American Stoker Co., New York xvi
Arnold Electric Power Station Co., Chicago, Ill........xi
Audit Co. of New York, The, New York. Inside front cover

Biddle, Thos. A., & Co., Philadelphia, Pa............iii
Blair & Co., New York.............Outside back cover
Brill, J. G., Co., Philadelphia, Pa..................xxxii
Brown, Alexander, & Sons, Baltimore, Md...........iv

Cassatt & Co., Philadelphia, Pa......................iii
Chandler, A. N., & Co., Philadelphia, Pa.............iii
Consolidated Car Fender Co., Providence, R. I......A & B
Coons, Barr & Co., Cleveland, Ohio.................iii

Denison, Prior & Co., Cleveland, Ohio...............iii

Electric Light and Railway Equipment Co., New York.xiii
Electrical Engineering and Development Co., New York...x
Electrical Installation Co., Chicago, Ill...............viii

Fox Brothers & Co., New York......................xix

Gay, E. H. & Co., Boston, New York and Philadelphia..ii
General Electric Co., Schenectady, N. Y....... xvii, xviii
Green Engineering Co., Chicago, Ill.................xiii

Harris, N. W. & Co., New York ii
Henderson & Co., New York..........Inside front cover
Herrick, Albert B., New York...................... x
Hollister & Babcock, New York i
Huhn, Geo. A., & Sons, Philadelphia, Pa.............iv

Jones, Edward C., & Co.. New York and Philadelphia.. i

Kean, Van Cortlandt & Co., ...Outside front cover
Kleybolte, Rudolph, & Co., Cincinnati, New York and Chicago iii
Kohler Bros., Chicago, Ill. x
Kountze Brothers, New York........................ i

Lawrence, L. W., New York xxi

Maas, Gustavus, New York.........................iii
MacAfee, John Blair, Philadelphia, Pa...............viii
Malcom & Coombe, New York......................iii
McMillin, Emerson, & Co., New York.............. ii
Manhattan Trust Co.. New York.......Inside front cover
Maryland Trust Co., Baltimore, Md..................iv
Mason, Lewis & Co., Chicago, Ill. iv
Meikleham, T. M. R., and Dinsmore, W. B., Jr., New York..x
Middendorf, Oliver & Co., Baltimore, Md............iii

National City Bank, New York......................vi
New York Security & Trust Co., New York i

Peckham Mfg. Co., New York xxxi
Pepper & Register, Philadelphia, Pa. x
Pierce, Richardson & Neiler, Chicago................. x

Registrar and Transfer Co., New York..Inside front cover
Replogle Governor Works, Akron, Ohio.............xiii
Rossiter, MacGovern & Co., New York.............xii

Safety Car Heating & Lighting Co., New York xxii
Sanderson & Porter, New York.....................viii
Serrell, L. W., New York.......................... x
Standard Automatic Gas Engine Co., Oil City, Pa......xi
Stephenson Co., John, Elizabeth, N. J.......... xv

Trask, Spencer, & Co., New York ix
Tucker, Anthony, & Co., Boston, Mass...............ii

United States Mortgage & Trust Co., New York........v

Weber Railway Joint Mfg. Co., The, New York......xxii
Westinghouse Electric & Mfg. Co., Pittsburg, Pa. Inside back cover
Weston Elec. Instrument Co., Newark, N. J..........xiv
White, J. G., & Co., New York and Baltimore.........x

BROKERS AND DEALERS IN EQUIPMENTS AND SECURITIES.

ELECTRIC LIGHT AND RAILWAY EQUIPMENT COMPANY,

EDISON BUILDING, 44 BROAD STREET, NEW YORK.

We sell and buy for Central Station and Railway Plants, Old and New Equipment.

GREEN Traveling Link Grates

LABOR SAVING
COAL SAVING

Write for Catalogue

GREEN ENGINEERING COMPANY

517-519 Western Union Building

CHICAGO, ILL.

Water Wheel Governors

SENSITIVE enough to adjust gates for the slightest changes in speed, and quick enough to take care of heavy changes of load, as required for ***Electric Lighting, Power and Railway Plants.*** ∴ ∴ ∴

CORRESPONDENCE SOLICITED.

The REPLOGLE GOVERNOR WORKS

AKRON, OHIO

HIGH GRADE SWITCHBOARD INSTRUMENTS

THE WESTON ELECTRICAL INSTRUMENT COMPANY desires to call the attention of Electric Railway Companies, Electrical Engineers, Contractors and other users of electrical apparatus, particularly to their line of **very cheap** but **excellent Ammeters,** designed expressly for Railway Feeder and other power circuits, and designated as the

WESTON ROUND PATTERN RAILWAY FEEDER AMMETERS.

These instruments have proportional scales, and are sufficiently sensitive to respond to and indicate in any part of the scale a change of 1-10 of one per cent. of the full load.

They are perfectly dead-beat, and will correctly indicate the strength of the current on circuits in which the most violent fluctuations in load occur.

They are very economical of power, in fact so much so that you cannot afford to use any other type of instrument, even if they are presented to you.

Notwithstanding the very low cost of these instruments, they are most carefully designed, and every detail has been most carefully studied, and each working part so proportioned and constructed as to give perfect service under the most trying conditions of practical use. Each part is made to gauge by special tools, all parts are absolutely interchangeable, thus making the cost for repairs, in case of an accidental injury, very low.

The bearings are highly polished sapphire jewels, and the pivots are hardened steel, accurately ground and polished, thus insuring a minimum of friction and maximum durability.

The working parts are enclosed in neatly designed and nicely finished dust-proof iron cases, which very effectually shield the instruments from disturbances by external fields.

The instruments are carefully standardized and guaranteed.

We make a corresponding line of **Voltmeters** equally good and very low in price, and specially adapted for small plants.

CAUTION.

Beware of specifications which are so drawn as to *compel* the use of the many wretched soft iron gravity instruments on the market, and which are invariably drawn by the makers of such instruments, or by persons under their influence, so as to preclude your securing the best apparatus. Whenever you find specifications so drawn, you may rest assured that some one is more interested in *forcing* upon you inferior apparatus, than in protecting you from continuous heavy loss resulting from the great waste of power in such instruments, and continuance annoyance arising from the impossibility of forming a correct idea of the actual load upon your plants owing to the excessive oscillation of the moving parts of such instruments under rapidly varying loads.

Bear in mind that we make a specialty of manufacturing electrical instruments, and that our apparatus is designed with great care, and made by methods wholly different from and infinitely better than those employed by any other firm in the world. As a consequence of these facts, our instruments are used in, and shipped to, all parts of the civilized world.

We have conscientiously labored to serve station managers by placing at their disposal instruments and appliances better adapted than any previously known to secure economical and good service. We solicit your support, and we hold ourselves in readiness to at all times serve you to the best of our ability in securing economy and satisfactory service from central stations of all kinds.

We make a larger variety of station and portable instruments than any other concern in the world; and we are prepared to make Ammeters of any capacity up to 100,000 amperes.

Remember that poor instruments, even if furnished to you free of cost, cause you loss and frequently great annoyance.

WE SOLICIT YOUR TRADE

Weston Electrical Instrument Co.,

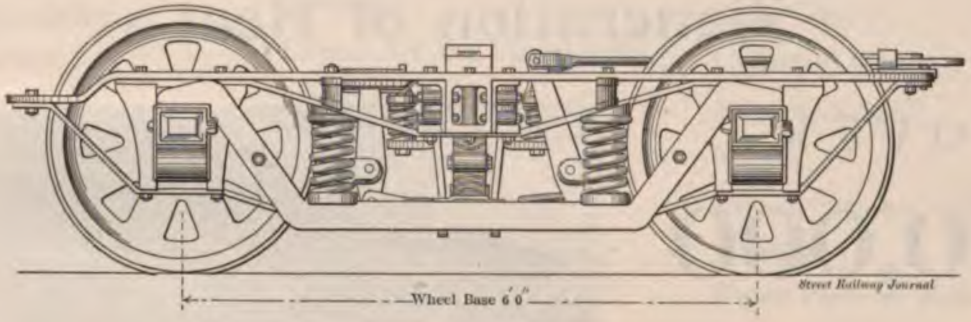
114-120 WILLIAM STREET, NEWARK, N. J., U. S. A.

JOHN STEPHENSON COMPANY

BUILDERS OF

STREET CARS FOR ELECTRIC POWER

AND TRUCKS



WORKS AT ELIZABETH, NEW JERSEY.

Modern Structure. Complete Equipment. Favorable Location.

LARGE STOCK OF CAREFULLY SELECTED AND WELL SEASONED LUMBER.

Prompt Delivery. Correspondence Solicited.

New York Office, 16-18 EXCHANGE PLACE. Factory and Office, ELIZABETH, N. J.

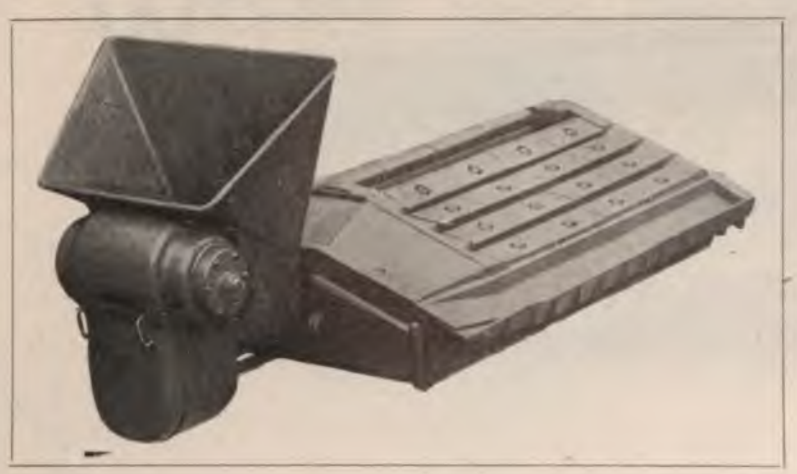
JOSEPH C. WILLETTS, President. PETER M. KLING, General Manager.
LEANDER M. DELAMATER, Secretary and Treasurer.

BOSTON PITTSBURGH ATLANTA CHICAGO
SALT LAKE CITY LONDON, ENGLAND

The American Stoker

CONTINUOUS
UNDERFEED
PRINCIPLE

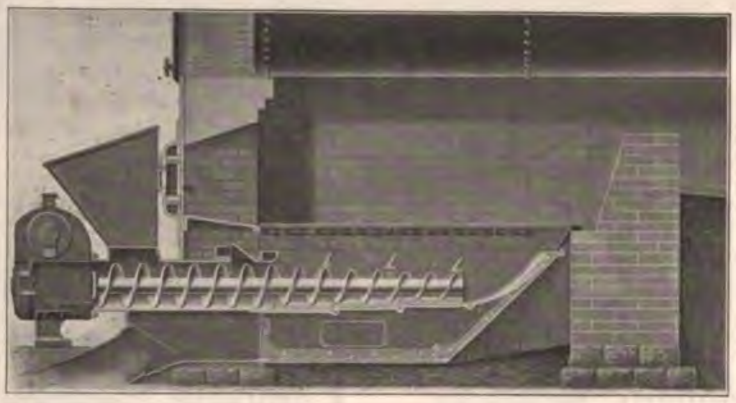
GUARANTEES A MINIMUM SAVING OF 10%



FOR
Boilers,
Heating Furnaces
Dryers,
Kilns,
Ore Roasters

Adapted for All Purposes Requiring the Generation of Heat

OVER
200,000
HORSE POWER
IN USE



AMERICAN STOKER CO.

Home Office, 11 Broadway

Send for Catalog
and Information

NEW YORK CITY

GENERAL ELECTRIC COMPANY'S

Railway Apparatus and Supplies

FOR THE POWER HOUSE & SUB STATION.

Ammeters.
Alternating Current Generators, belted and direct connected.
Automatic Circuit Breakers.
Cables, all kinds.
Cable Terminals.
Direct Current Generators, belted and direct connected.
Exciter Sets.
Expulsion Fuse Boxes.
Floor Insulators.
Friction Tape.
Fuses.
Ground Detectors.
Insulators.
Insulator Racks.
Instruments of all kinds.
Lamps, Arc, Incandescent.
Lightning Arresters.
Oil Switches.
Pedestal Switches.
Potential Plug and Receptacle.
Pilot Lamp Fixtures.
Repair Parts for Generators.
Rheostats.
Rotary Converters.
Sockets and Receptacles.
Splicing Gum.
Switchboard Panels.
Transformers.
Voltmeters.
Voltmeter Switches.
Wall Insulators.
Wattmeters.
Wire, Insulated and Bare.

FOR THE LINE.

Braces.
Brackets.
Cables.
Ceiling Ears.
Channel Pins.
Cross Arms.
Crossings.
Ears.
Feeder, Wire and Cable.
Feeder Clamps.
Feeder Ears.
Fork Bolt.
Fuses.
Grooved Trolley Wire.
Hauling Clamp for wire.
Insulators.
Lamps, Arc and Incandescent.
Lightning Arresters.
Mining Suspensions.
Pins.
Section Insulators.
Section Switch Boxes.
Soldering Copper.
Splicing Sleeves.
Strain Ears.
Strain Insulators.
Suspensions.
Third Rail Insulators.
Tightners for Wire.
Tongues for Cap and Cone.
Trolley Wire.
Turn Buckles.

FOR THE CAR.

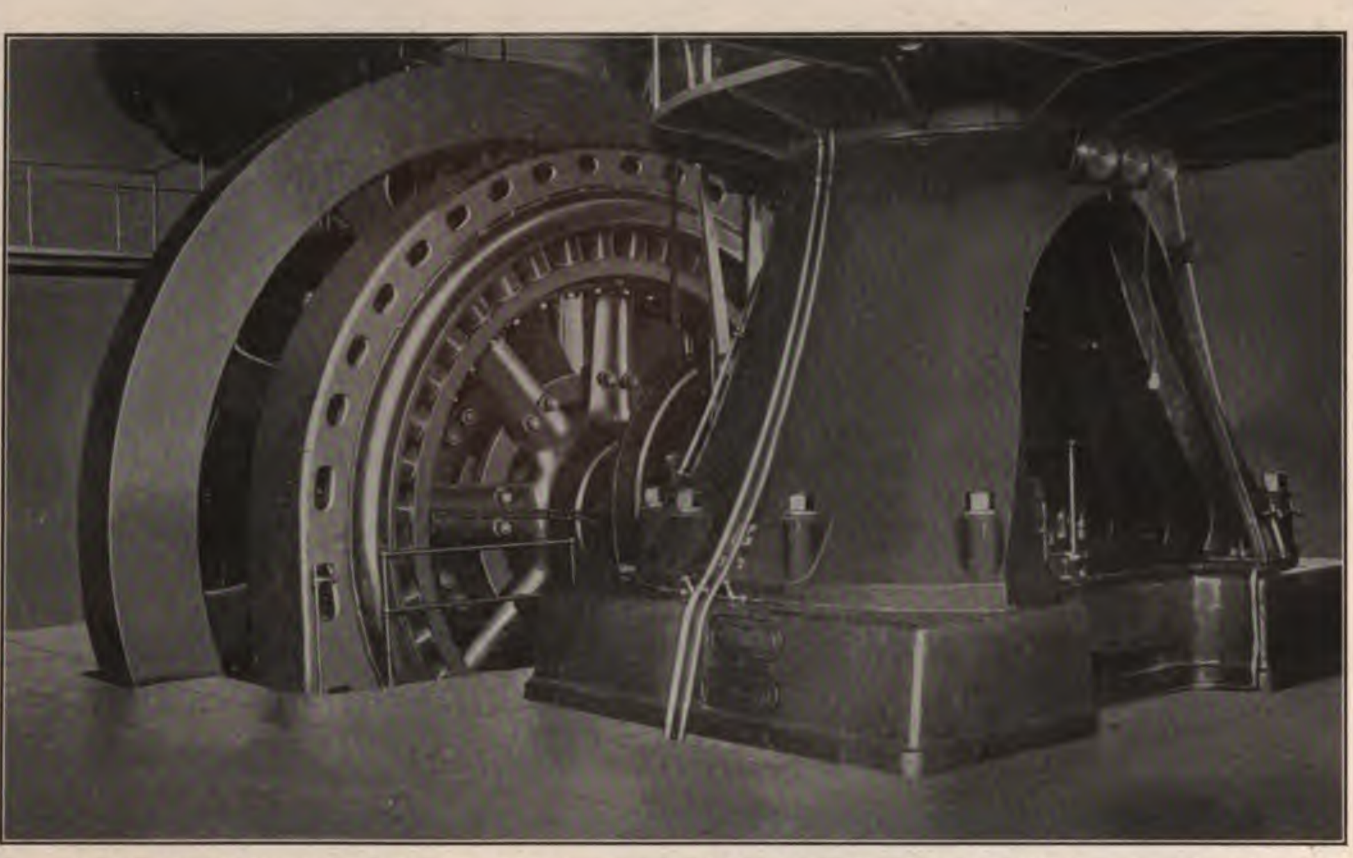
Automatic Circuit Breakers.
Cable Terminals.
Car Recording Wattmeters.
Car Wiring Cables.
Cleets, Wood, Brass.
Contact Plows.
Contact Shoes.
Controllers for Single, Double and Four Motor Equipments, with and without Electric Brakes.
Electric Brakes.
Friction Tape.
Fuse Boxes.
Fuses.
Incandescent Lamps.
Lamp Clusters.
Lightning Arresters.
Motor Switches.
Pinions.
Railway Motors, all sizes and gauges.
Repair Parts for Motors.
Resistance Boxes.
Rheostats.
Sockets.
Splicing Gum.
Steel Gears.
Switch and Fuse Boxes.
Third Rail Shoes.
Tow Car Couplers.
Trolley Poles, Wheels, Forks, Bases.

General Office, Schenectady, N. Y., U. S. A.

New York Office, 44 Broad St. Sales Offices in all Large Cities.

GENERAL ELECTRIC COMPANY'S

RAILWAY INSTALLATIONS



ONE OF THE ELEVEN GENERAL ELECTRIC 3500 Kw THREE-PHASE GENERATORS INSTALLED IN THE METROPOLITAN STREET RAILWAY COMPANY'S POWER STATION.

General Office, Schenectady, N. Y., U. S. A.

SALES OFFICES:

BOSTON, MASS., 200 Summer Street.
NEW YORK, N. Y., 44 Broad Street.
Syracuse, N. Y., Sedgewick, Andrews & Kennedy Bldg.
Buffalo, N. Y., Ellicott Square Building.
PHILADELPHIA, Pa., 214 South Eleventh Street.
Baltimore, Md., 227 East German Street.
Pittsburg, Pa., 502 Tradesmen's Bank Building.
ATLANTA, GA., Equitable Building.
New Orleans, La., 917 Hennen Building.
CINCINNATI, OHIO, 420 West Fourth Street.
Cleveland, Ohio, 310 New England Building.
Columbus, Ohio, 14 North High Street.
Nashville, Tenn., Room 73, Cole Building.
CHICAGO, ILL., Monadnock Building.
Detroit, Mich., 704 Chamber of Commerce Building.
St. Louis, Mo., Wainwright Building.
Dallas, Texas, Scollard Building.
Helena, Mont., Electric Building.
Minneapolis, Minn., Phœnix Building.
DENVER, COLO., Kittredge Building.
Salt Lake City, Utah, Templeton Building.
SAN FRANCISCO, CAL., Claus Spreckles Bldg.
Los Angeles, Cal., Douglas Building.
Portland, Ore., Worcester Building.

LONDON OFFICE, 110 CANNON STREET, E. C.

AMERICAN STREET RAILWAY INVESTMENTS

A SUPPLEMENT TO THE

STREET RAILWAY JOURNAL

EDITION OF 1901.

PUBLISHED ON, AND CORRECTED TO APRIL 1, 1901.

THE STREET RAILWAY PUBLISHING COMPANY,
120 LIBERTY STREET, NEW YORK.
PUBLISHERS OF
THE STREET RAILWAY JOURNAL,
ISSUED WEEKLY, WITH A MONTHLY MAGAZINE NUMBER,
AND
AMERICAN STREET RAILWAY INVESTMENTS,
ISSUED ANNUALLY IN APRIL.

LONG DISTANCE TELEPHONE, "NEW YORK, 4044 CORTLANDT."
CABLE ADDRESS, "STRYJOURN, NEW YORK."

BRANCH OFFICES:

CHICAGO	Monadnock Block.
PHILADELPHIA	929 Chestnut Street.
LONDON	Hastings House, Norfolk St., Strand, W. C.

TERMS OF SUBSCRIPTION.

STREET RAILWAY JOURNAL, American Edition,	$4.00	per annum.
" " " International Edition,	6.00	"
AMERICAN STREET RAILWAY INVESTMENTS,	5.00	per copy.

EDITORIAL NOTICE.

The utmost care is taken to insure accuracy in the compilation of all statistical matter in the STREET RAILWAY JOURNAL *and in* AMERICAN STREET RAILWAY INVESTMENTS. *The publishers do not, however, hold themselves responsible for errors, but it is earnestly requested that their attention be called to mistakes of any kind in order that they may be immediately corrected in subsequent issues of both publications.*

REVIEW OF THE YEAR.

Any review of the affairs of street railways for the year 1900 can only emphasize the energy displayed and the rapid rate at which electricity has continued to supersede all other methods for traction uses. The few remaining lines which have not changed from being operated by horses are either making every effort to finance for the change or are held to their antiquated method by local conditions of operation which have not yet been overcome.

Throughout the country the older small and medium sized street railways are being joined together by newly constructed interurban lines and consolidated into great systems, under electric operation, by syndicates of capitalists who have each primarily organized one company to own, control and operate the many others. In Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Ohio, Illinois, Indiana, Michigan, California and Washington especially, and in all the States and Canada, these companies have financed great systems from the many lines previously under separate operation, and the plans for their further extension are growing greater as the result of the success so far attained by them in reducing the operating expenses and furnishing greater facilities at lower rates. Long distances are now covered by "trolley" systems where previously the steam railroads held entire control, and very many places, relatively inaccessible before, are now brought into direct communication with each other and the large cities.

The tendency of these large systems operating the interurban lines which, in many instances, connect two or more cities with the interlying smaller towns, is to do a general passenger, express and freight business, operating cars or trains on an established time-table and offering many inducements to patrons which must materially offset the receipts of the steam railroads; and, as a consequence, the greatest opposition to the formation of these systems, the granting to them of franchises, etc., comes from the long-established steam railroad, which has until recently controlled the situation.

A few of the most noteworthy changes in the street railway systems of the principal cities and their vicinities are summarized in the following:

BOSTON, MASS.

The consolidation of the companies absorbed by the "Massachusetts Electric Companies"—by which some thirty-four individual street railways have been reduced to three operating companies—has now been accomplished, and the consequent reduction of expenses in operation, and the increase of facilities in traffic as now offered to the public, has already fully demonstrated the wisdom of the promoters.

The Massachusetts Electric Companies now control about 775 miles of track in the interurban districts of Boston, and the total net income of all the companies controlled amounted to $865,206 for the year ending Sept. 30, 1900, as compared with $709,206 for the preceding year.

The Boston Elevated Railway Co. makes a very creditable showing of total receipts for the year amounting to $10,236,994, an increase of $480,857 over the preceding year.

BROOKLYN, N. Y.

In the operation of the Brooklyn system the Brooklyn Rapid Transit Co. still find some very difficult problems presented. As we go to press we note the resignation of President Rossiter, whose energy has worked many improvements during his term of six years, and the calling of Mr. J. L. Greatsinger to fill the vacancy.

The magnitude of the problem which is presented to the new president is, perhaps, best shown by the statement that for the year ending June 30, 1900, a total of 272,560,074 passengers, including transfers, were carried by the company, and the gross receipts for the same period were $11,768,550 (nearly $1,000,000 per month), an increase over 1899 of 7,279,349 passengers and $452,517 in receipts.

CHICAGO, ILL.

Consolidation is still the order in this city, as elsewhere. The interests controlling both the elevated and surface roads are being brought still closer together, and the ultimate control of all companies by one amalgamated interest will still further enhance the value of the properties as an investment, and give the travelling public still greater accommodation. Both elevated and surface roads show a generally satisfactory condition, both as to receipts and operating expenses and maintenance of the properties.

JERSEY CITY AND VICINITY.

The North Jersey Street Railway Co. shows very satisfactory returns, both gross and net, for the past year, during which the interests in control have secured control of several outlying lines, which, consolidated under a newly organized corporation or operated in conjunction with it, will cover a greater territory and bring several places into closer connection with Jersey City, Hoboken and Newark at reduced rates.

NEW YORK CITY, N. Y.

The year past has developed a series of conditions which has caused the Metropolitan Street Railway Co., in its liberal management, to make great outlays of money in the effort to bring their properties nearer to completion and most satisfactory operation.

The Third Avenue Railroad troubles, under the financing of the Metropolitan, have been practically all adjusted; and within a short time it is expected that the receiver of the Forty-second Street, Manhattanville & St. Nicholas Ave. R. R. Co. will be discharged by order of the court, and all properties returned to the company—leaving all the properties under the control of the Metropolitan.

The lines previously operated by cable are all undergoing reconstruction, and it is announced that all cable lines will be changed to the underground electric conduit system before June 1st, 1901.

The lines running east and west in the older part of the city, with but few exceptions, are still operated with horse cars, owing to the cost of installing the underground system. Air motor and storage battery cars have been continuously tried with varying success for several years on one or two of these crosstown lines, but no final determination of the difficulty has been reached—and experiments are still in order.

The Manhattan Elevated Ry. Co. has the installation of the third-rail electric system well under way, and is now operating a train experimentally on one of its lines by the new system by power furnished from outside sources.

Unofficial announcements have been made as to the date of changing the whole system, and it is confidently expected by the public that next winter will see the old system abandoned, certainly on the East side cars.

COMPARISONS OF THE GROSS RECEIPTS FOR 1899 AND 1900.

In the following tables the gross receipts of 224 street railway properties are arranged in five groups: First, 29 properties, each having gross receipts for 1900 amounting to $1,000,000 or over, and including in this group the greater consolidated systems of the country whose figures were obtainable, though in many instances the receipts of the constituent companies of these consolidations are given under their own names in their proper places in the classes which follow. Second, 20 properties, each having received in 1900 between $1,000,000 and $500,000. Third, 74 properties, each having received in 1900 between $500,000 and $100,000. Fourth, 66 properties, each having received in 1900 between $100,000 and $50,000. Fifth, 55 properties, each having received in 1900 between $50,000 and $25,000.

Of the 29 properties in the first group 2 report a decrease in receipts as compared to 1899, their total decrease amounting to $349,017, while the 27 remaining properties show an increase over 1899 amounting to $21,002,391, the whole group showing a general average increase over 1899 of 19.70 per cent. In 1899 the average of increase over 1898 in this group was 6.96 per cent.

Of the 20 properties in the second group 1 reports a decrease in receipts for 1900 amounting to $52,791, and the 19 other properties of this group show an increase of $1,665,335, the whole group showing 14.07 per cent. of increase for the year 1900. In 1899 the average of increase over 1898 in this group was 4.44 per cent.

Of the 74 properties in the third group there are 3 properties showing a total decrease of gross receipts amounting to $137,158 in 1900, while the remaining 71 properties show an increase which amounts to $3,218,563, making the class average of increase for 1900 21.83 per cent. In 1899 the average of increase over 1898 in this group was 10.2 per cent.

Of the 66 properties in the fourth group—those having gross receipts of between $100,000 and $50,000—5 show a total decrease of $20,992, while 61 properties which have a total increase of $551,857 bring the average increase for the group to 12.99 per cent. higher than in 1899. In 1899 the average of increase over 1898 in this group was 7.53 per cent.

Of the 55 properties in the fifth group—those having under $50,000 and over $25,000 in gross receipts—the 10 properties which show a decrease amounting in total to $28,268, and the 45 properties which show a total increase of $266,750, make the group average of increase for 1900 13.12 per cent., which in 1899 was 9.96 per cent. over that of 1898.

For all the properties where figures were obtainable, whose gross receipts amounted to $25,000 or more for the year 1900, the average of increase is 16.34 per cent. over 1899, as compared with 7.82 per cent. of increase in 1899 over 1898.

COMPANIES HAVING GROSS RECEIPTS FOR 1900 OF OVER $1,000,000,

NAME OF COMPANY.	1899.	1900.
Metropolitan Street Ry. Co., New York	$13,005,020	$14,437,134
Union Traction Co., Philadelphia, Pa	12,036,266	13,249,819
Brooklyn Rapid Transit Co. (all controlled companies), Brooklyn, N. Y	11,316,033	11,768,550
Boston Elevated Ry. Co., Boston, Mass	9,756,137	10,236,994
Manhattan Ry. Co., New York	9,626,902	9,973,346
Chicago Union Traction Co., Chicago, Ill		8,345,748
St. Louis Transit Co., St. Louis, Mo	5,747,786	5,992,480
Chicago City R. R. Co., Chicago, Ill	5,194,439	5,543,179
Massachusetts Electric Companies (all controlled companies), Boston, and vicinity, Mass	5,033,296	5,518,837
United Ry. & Electric Co., Baltimore, Md		4,304,933
North Jersey Street Ry. Co., Jersey City and Newark, N. J	3,757,505	3,992,061
Twin City Rapid Transit Co., Minneapolis, Minn	2,522,794	2,839,355
Consolidated Traction Co., Pittsburg, Pa	2,753,103	2,737,938
Milwaukee Electric Ry. & Light Co., Milwaukee, Wis	2,007,139	2,220,698
Third Ave. R. R. Co., New York	2,489,313	2,155,461
Cleveland Electric Ry. Co., Cleveland, O	1,487,706	2,061,505
Buffalo Ry. Co. (of the International Traction		

NAME OF COMPANY.	1899.	1900.
Co.), Buffalo, N. Y.	1,728,653	1,986,922
Lynn & Boston R. R. Co. (of the Mass. Elec. Cos.), Boston, Mass.	1,570,177	1,945,415
Union R. R. Co., Providence, R. I.	1,712,819	1,914,388
United Traction Co., Pittsburg, Pa.	1,604,266	1,816,686
Jersey City, Hoboken & Paterson Ry. Co., Paterson, and vicinity, N. J.	1,773,259	1,803,287
Louisville Ry. Co., Louisville, Ky.	1,436.828	1,520,514
Toronto Ry. Co., Toronto, Ont.	1,333,542	1,501,001
Coney Island & Brooklyn R.R. Co., Brooklyn, N. Y.	1,218,792	1,393,732
New Orleans City R.R. Co., New Orleans, La.	1,352,829	1,370,124
United Traction Co., Albany, N. Y.	1,249,507	1,318,902
Denver City Tramway Co., Denver, Col.	1,050.133	1,302,290
Toledo Traction Co., Toledo, O.	1,006.384	1,125,187
North Hudson County Ry. Co. (of the Jersey City, Hoboken & Paterson Ry. Co.), Hoboken, N. J.	1,028,827	1,074,313
Total... { 27 companies in 1899 / 29 companies in 1900 }	$104,797,455	$125,450,819

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $1,000,000 AND $500,000.

NAME OF COMPANY.	1899.	1900.
Rochester Ry. Co., Rochester, N. Y.	$874,983	$936,341
Union Ry. Co. (of the Metropolitan Ry. system), New York City.	671,814	787,170
Cincinnati, Newport & Covington Ry. Co., Cincinnati, O.	713,386	783,588
Lake Street Elevated R. R. Co., Chicago, Ill.	697,513	757,955
Worcester Consolidated Street Ry. Co., Worcester, Mass.	610,153	710,023
New Orleans & Carrollton R. R. Co., New Orleans, La.	620,509	708,575
Springfield St. Ry. Co., Springfield, Mass ...	626,031	686,050
Hartford Street Ry. Co., Hartford, Conn.	614,631	682,936
Atlanta Ry. & Power Co., Atlanta, Ga.	493,315	640,234
Dry Dock, East Broadway & Battery R. R. Co., New York City.	632,323	638,943
Pittsburg & Birmingham Traction Co., Birmingham, Ala.	470,871	632,455
Central Crosstown R. R. Co., New York City.	608,048	619,213
Brockton Street Ry. Co. (of the Mass. Electric Companies), Brockton, Mass.	368,288	618,705
Fairhaven & Westville R. R. Co., New Haven, Conn.	575,176	591,801
Scranton Ry. Co., Scranton, Pa.	416,608	589,342
Richmond Passenger & Power Co., Richmond, Va.	499,243	556,020
Lowell, Lawrence & Haverhill Street Ry. Co. (of the Mass. Electric Companies), Lawrence, Mass.	510,220	555.343
Syracuse Rapid Transit Ry. Co., Syracuse, N. Y.	485,402	552,403
Forty-Second Street, Manhattanville & St. Nicholas Ave. Ry. Co. (of the Metropolitan Ry. system), New York City.	572,215	519,424
Washington Water Powcr Co., Spokane, Wash.	397,154	503,906
Total, 20 companies,	$11,457,883	$13,070,427

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $500,000 AND $100.000.

NAME OF COMPANY.	1899.	1900.
West End Traction Co., Pittsburg, Pa.	$394,668	$493,865
Lowell & Suburban Street Ry. Co. (of the Mass. Electric Companies), Lowell, Mass.	418,248	472,930
New York & Queens County Ry. Co., Long Island City, N. Y.	426,396	468,447
Northern Ohio Traction Co., Akron, O.	362,701	425,886
Portland R. R. Co., Portland, Me.	335,865	413,512
Paterson Ry. Co., (of the Jersey City, Hoboken & Paterson Ry. Co.), Paterson, N. J...	374,899	406,187
Globe Street Ry. Co. (of the Mass. Electric Companies), Fall River, Mass.	337,161	400,338
Bridgeport Traction Co. (of the Conn. Ry. & Lighting Co.), Bridgeport, Conn.	357,604	391,464
Sacramento Electric, Gas & Ry. Co., Sacramento, Cal.	333,820	376,970
United Traction Co., Reading, Pa.	490,712	361,807
Tri-City Ry. Co., Davenport, Ia.	307,152	360,280
Camden & Suburban Ry. Co., Camden, N. J.	329,810	347,948
Harrisburg Traction Co., Harrisburg, Pa.	312,941	343,508
Thirty-Fourth Street Crosstown Ry. Co. (of the Metropolitan Ry. system), New York City.	337,038	342,711
Fonda, Johnstown & Gloversville R. R. Co. including steam lines), Gloversville, N. Y..	287,074	318,940
Ottawa Electric Ry. Co., Ottawa, Can.	263.545	315,022
Trenton Street Ry. Co.. Trenton, N. J.	288,746	314,651
Chester Traction Co. (of the United Power & Transportation Co.), Chester, Pa.	246,063	297,132
Southern Ohio Traction Co., Hamilton, O...	240,317	294,906
Monongahela Street Ry. Co., Pittsburg, Pa..	124,866	285,094
Winchester Avenue R. R. Co., New Haven, Conn.	271,941	278,891
Duluth Street Ry. Co., Duluth, Minn.	205,856	266,956
Holyoke Street Ry. Co., Holyoke, Mass.	241,219	264,487
Union Street Ry. Co., New Bedford, Mass...	224,468	249,640
Utica Belt Line Street Ry. Co., Utica, N. Y..	207,077	245,183
Conestoga Traction Co., Lancaster, Pa.	205,916	241,583
Houston Electric Street Ry. Co., Houston, Tex.	218,258	241,378
West Roxbury & Roslindale Street Ry. Co. (of the Mass. Electric Companies), Boston, Mass.	79,346	227.422
Lewiston, Brunswick & Bath Street Ry. Co., Lewiston, Me.	214,001	222,364
Southwest Missouri Electric Ry. Co., Webb City, Mo.	166,377	213,865
Staten Island Electric R.R. Co., Staten Island, N. Y.	205,102	204,049
Richmond Traction Co., Richmond, Va.	170.461	203,057
Augusta Ry. & Electric Co., Augusta, Ga....	174,178	202,853
Connecticut Ry. & Lighting Co., Waterbury division, Waterbury, Conn.	182,219	197,190
Connecticut Ry. & Lighting Co., New Britain division, New Britain, Conn.	156,241	190,934
Twenty-Eighth & Twenty-Ninth Sts. Crosstown R. R. Co. (of the Metropoiitan Ry. system), New York City.	136,150	182,932
Cleveland, Elyria & Western Ry. Co., Cleveland, O.	147,506	179,697
Fitchburg & Leominster Stree' Ry. Co., Fitchburg, Mass.	140,290	178,644
Binghamton R. R. Co., Binghamton, N. Y...	162,925	176,210
Erie Electric Motor Co., Erie, Pa.	151,667	176,098
Manchester Street Ry. Co., Manchester, N. H.	162,149	173,004
Dallas Consolidated Electric Street Ry. Co., Dallas, Tex.	142,876	171,780
Johnstown Passenger R. R. Co., Johnstown, Pa.	131,715	169,784
Worcester & Suburban Street Ry. Co., Worcester, Mass.	156,944	168,826
Pawtucket Street Ry. Co., Providence, R. I..	142,351	165,598
Westchester Electric R. R. Co. (of the Metropolitan Ry. system), New York City.	133,255	163,932
Lincoln Traction Co., Lincoln, Neb.	132,996	163,634
Buffalo & Niagara Falls Electric Ry. Co. (of the International Traction Co.), Buffalo, N. Y.	151,671	155,653
Easton Transit Co., Easton, Pa.	140,121	151,167
Middlesex & Somerset Traction Co., New Brunswick, N. J.	127,414	144,176
Pottsville Union Traction Co., Pottsville, Pa.	127,110	142,466
Cleveland, Painesville & Eastern R. R. Co., Cleveland, O.	121,387	141,112
Staten Island Midland R. R. Co., Staten Island, N. Y.	135,648	139,345
New Castle Traction Co., New Castle, Pa....	115,916	137,493
Roxborough, Chestnut Hill & Morristown Ry. Co., Philadelphia, Pa.	112,284	124,103
Montreal Park & Island Ry. Co., Montreal, Ont.	111,961	123,722
Meriden Electric R. R. Co., Meriden, Conn..	112,123	121,939
Milford, Holliston & Framingham Street Ry. Co., Milford, Mass.	94,440	121,708
Newton St. Ry. Co., Newton, Mass.	105,617	120,338
Buffalo & Lockport Ry. Co. (of the International Traction Co.), Buffalo, N. Y.	95,384	115,958
Haverhill & Amesbury Street Ry. Co., Haverhill, Mass.	101,936	115,660
Lehigh Traction Co., Hazleton, Pa.	108,756	115,332
Hartford, Manchester & Rockville Tramway Co.	109,992	115,271
Fairmount Park Transportation Co., Philadelphia, Mass.	119,905	112,305
Taunton Street Ry. Co. (of the Mass. Electric Companies), Taunton, Mass.	84,503	107,545
Holmesburg Tacony & Frankford Electric Ry. Co., Philadelphia, Pa.	98,886	107,467
Alton Ry., Gas & Electric Co., Alton, Ill.	80,814	106,575
Jamestown Street Ry. Co., Jamestown, N. Y.	93,050	105,387
Dartmouth & Westport Street Ry. Co., New Bedford, Mass.	98,066	104,637
Aurora Street Ry. Co., Aurora, Ill.	95,067	103,807
Niagara Falls & Suspension Bridge Ry. Co. (of the International Traction Co., Buffalo, N. Y.	90,817	103,547
Altoona & Logan Valley R.R.Co., Altoona, Pa.	85,782	103,337
Ithaca Street Ry. Co., Ithaca, N. Y.	75,690	101,548
Macon Consolidated Street Ry.Co., Macon, Ga.	84,711	100,379
Total, 74 companies,	$14,112,161	$17,193,566

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $100,000 AND $50,000.

NAME OF COMPANY.	1899.	1900.
Philadelphia & West Chester Traction Co., Philadelphia, Pa	49,210	98,910
Hoosac Valley Street Ry.Co.,No.Adams,Mass.	83,764	98,511
Schuylkill Traction Co., Girardville, Pa	85,819	98,101
Columbus R. R. Co., Columbus, Ga	90,580	96,507
Chicago Electric Traction Co., Chicago, Ill.	83,838	94,118
Newburg Electric Ry. Co., Newburg, N. Y.	86,965	93,456
Schenectady Ry. Co., Schenectady, N. Y	64,349	93,041
Lorain Street Ry. Co., Lorain, O	98,901	92,482
McKeesport, Wilmerding & Duquesne Ry. Co., McKeesport, Pa	60,634	90,848
Parkersburg Gas, Electric Light & Street Ry. Co., Parkersburg, W. Va	80,983	91,472
City Passenger Ry. Co., Altoona, Pa	71,466	88,982
Williamsport Passenger Ry. Co., Williamsport, Pa	81,354	88,730
Buffalo Traction Co. (of the International Traction Co.), Buffalo, N. Y	70,631	86,077
Poughkeepsie City & Wappinger's Falls Electric Ry. Co., Poughkeepsie, N. Y	86,947	85,003
Delaware Co. and Philadelphia Electric Ry. Co., Philadelphia, Pa	73,181	82,421
Woonsocket St. Ry. Co., Woonsocket, R. I.	57,882	81,382
Newton & Boston St. Ry. Co., Newton, Mass.	73,664	80,667
Pittsfield Electric St. Ry. Co., Pittsfield,Mass.	73.076	79,953
Rockland, Thomaston & Camden St. Ry. Co., Rockland, Me	70,212	79,845
Commonwealth Ave.St.Ry.Co.,Newton,Mass.	72,666	79,518
Schuylkill Valley Traction Co.,Norristown,Pa.	67,233	78,514
Newport & Fall River Street Ry. Co. (of the Mass. Elec. Companies), Newport, R. I.	70,836	77,571
Citizens' Electric Street Ry.Co.,Newburyport.	67,464	76,848
Auburn City Ry. Co., Auburn, N. Y	70,785	76,680
Elmira Water, Light & R. R. Co.,Elmira, N.Y.	64,410	75,700
City Electric Ry. Co., Port Huron, Mich	65,390	75,540
Glens Falls, Sandy Hill & Ft. Edward St. Ry. Co., Glens Falls, N. Y	63,003	73,707
Norwalk Tramway Co. (of the Conn. Ry. & Light Co.), Norwalk, Conn	69,316	72,230
Portsmouth, Kittery & York Street Ry. Co., Portsmouth, N. H	70,912	71,180
Danbury & Bethel St. Ry. Co. (of the Conn. Ry. & Light Co.), Danbury, Conn	58,675	69,955
Worcester & Marlborough Street Ry. Co., Worcester, Mass	65,188	69,564
Derby Street Ry. Co. (of the Conn. Ry. & Light Co.), Derby, Conn	58,624	69,527
Natick & Cochituate St. Ry.Co.,Natick,Mass.	64,371	68,812
Bridgeton & Millville Traction Co.,Bridgeton.	52,813	68,706
Kingston City R. R. Co., Kingston N. Y	67,540	66,668
Muscatine Electric Ry. Co , Muscatine, Ia	58,617	66,436
Bangor Street Ry. Co., Bangor, Me	63,674	65,171
Bristol & Plainville Tramway Co.(of the Conn. Ry. & Light Co.), Bristol, Conn	61,025	65,062
Nashua St. Ry. Co., Nashua, N. H	62,384	64,512
Concord St. Ry. Co., Concord, N. H	57,364	64,368
Syracuse Suburban R. R. Co., Syracuse, N.Y.	54,180	62,953
South Middlesex St. Ry. Co., Natick, Mass.	60,252	62,461
Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y	61,839	62,117
Warren, Brookfield & Spencer St. Ry. Co., Brookfield, Mass	58,142	61,568
Beaver Valley Traction Co.,Beaver Falls,Pa.	70,840	59,469
West Side St. Ry. Co., Elmira, N. Y	52,211	59,148
Wellesley & Boston St.Ry.Co.,Newton,Mass.	53,024	59,085
Burlington Traction Co., Burlington, Vt	51,949	57,435
New London St. Ry. Co., New London, Conn.	56,574	55,925
Madison Electric Ry. Co., Madison, Wis	56,708	55,302
Norwalk Sreet. Ry. Co., of the Conn. Ry. & Lighting Co., Norwalk Conn	49,738	55,098
Woronoco Street Ry. Co., Westfield, Mass	27,207	54,772
Marlborough St.Ry.Co.,Marlborough,Mass.	53,567	54,041
Stillwater & Mechanicsville St. Ry. Co., Stillwater, N. Y	38,913	52,455
Cleveland & Chagrin Falls Elec. R. R. Co., Cleveland, O	39,487	52,022
Stamford St. Ry. Co., Stamford, Conn	50,042	51,795
Leominster & Clinton St.Ry.Co.,Leominster.	50,266	51,667
Black River Traction Co., Watertown, N. Y.	36,221	51,370
Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Mohawk, N. Y	42,176	51,202
Newport St. Ry. Co. (of the Mass. Elec. Companies), Newport, R. I	53,007	51,083
Bangor,Orono & Oldtown Ry.Co.,Bangor,Me.	49,183	50,587
Zanesville Electric Ry. Co., Zanesville, O	43,515	50,453
Wilmington St. Ry. Co., Wilmington, N. C.	46,107	50,398
Amsterdam St. R. R. Co., Amsterdam, N. Y.	46,950	50,258
Van Brunt St.& Erie Basin R.R.Co.,Brooklyn.	45,450	50,251
North Woburn St. Ry. Co. (of the Mass. Elec. Companies), North Woburn	44,763	50,172
Total, 66 companies,	$4 088,097	$4,618,962

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $50,000 AND $25,000.

NAME OF COMPANY.	1899.	1900.
Tarrytown, White Plains & Mamaroneck Ry. (of the Metropolitan Ry. System), White Plains, N. Y	39,172	49,700
Olean City Ry. Co., Olean, N. Y	45,485	48,700
Worcester & Clinton Street Ry. Co., Worcester, Mass	35,711	47.175
Buffalo, Bellevue & Lancaster Ry. Co. (of the International Traction Co.,) Buffalo	45,422	47,115
Fulton St. R. R. Co. (of the Metropolitan Ry. system), New York City	47,553	46,147
Chippewa Valley R. R. Co., Eau Claire, Wis.	36,450	45,408
Plymouth & Kingston St. Ry. Co., Plymouth, Mass	42,028	45,407
Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa	41,940	44,918
Chillicothe Electric R. R., Light & Power Co., Chillicothe, O	35,790	44,301
Tamaqua & Lansford St.Ry.Co.,Lansford,Pa.	37,672	43,899
Torrington & Winchester Street Ry. Co., Torrington, Conn	40,330	42,413
Menominee Electric Light, Ry. & Power Co., Menominee, Mich	39,693	41,514
Seattle & Renton Ry. Co., Seattle, Wash,	33,698	40,965
Oil City St. Ry. C., Oil City, Pa	34,611	40,710
City Electric Ry. Co., Rome, Ga	28,732	40,709
Middletown St. Ry. Co., Middletown, Conn.	40,511	40,421
Phillipsburg Horse Car R. R. Co., Phillipsburg, N. J	36,141	40,405
Greenfield & Turners Falls St. Ry. Co., Greenfield, Mass	37,063	39,984
Palmer & Munson Street Ry. Co., Palmer, Mass	19,598	39,774
Meriden, Southington & Compounce Tramway Co., Meriden, Conn	27,177	39,055
Augusta, Hallowell & Gardiner R. R. Co., Augusta, Me	39,770	38,748
Suburban Rapid Transit St. Ry. Co., Pittsburg, Pa	45,071	38,249
Atlantic Highlands, Red Bank & Long Branch Electric Ry. Co., Red Bank, N. J	34,825	37,990
Athens Electric Ry. Co., Athens, Ga	33,657	37,651
Colonial City Traction Co., Kingston, N. Y.	27,300	37,288
Newtown Electric Ry. Co., Newtown, Pa	21,342	36,445
Citizens' St. Ry. Co., Fishkill, N. Y	34,425	36,096
Framingham, Union St. Ry. Co., Framingham, Mass	32,148	35,793
Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y	32,066	35,410
Pawtuxet Valley Electric Street Ry. Co., Providence, R. I	42,934	35,274
Washington Electric St. Ry. Co., Washington, Pa	26,656	34,532
Athol & Orange St. Ry. Co., Athol, Mass	29,824	33,666
Oswego Traction Co., Oswego, N. Y	26,396	33,167
Olean, Rock City & Bradford R.R. Co., Bradford, Pa	33,172	32,522
Meadville Traction Co., Meadville, Pa	33,302	32,353
Utica & Mohawk R. R. Co., Utica, N. Y	27,096	32,192
Shelton Street Ry. Co. (of the Conn. Ry. & Lighting Co.), Shelton, Conn	6,305	31,657
Port Chester Street Ry. Co., Port Chester, N. Y	18,515	31,593
Biddeford & Saco St. R.R. Co., Biddeford,Me.	30,656	31,572
Southbridge & Sturbridge St. Ry. Co., Southbridge, Mass	30,507	31,063
Harrisburg & Mechanicsburg Electric St. Ry. Co., Harrisburg, Pa	25,299	30,456
Warren Street Ry. Co., Warren, Pa	26,562	30,179
Boone Electric St. Ry. & Light Co., Boone,Ia.	26,901	29,842
Dunkirk & Fredonia St.Ry.Co.,Fredonia,N.Y.	29,794	28,968
Cortland & Homer Traction Co., Cortland, N. Y	33,541	28,925
Cohoes City Ry. Co. (of the United Traction Co.), Cohoes, N. Y	28,144	28,201
Rochester & Irondequoit R.R. Co., Rochester, N. Y	31,292	28,141
Corning & Painted Post St. Ry. Co., Corning, N. Y	25,340	27,758
Newark & Hackensack Traction Co., Rutherford, N. J	19,873	27,692
Milford St. Ry. Co., Milford, Conn	26,930	27,625
Bangor, Hampden & Winterport Ry. Co., Bangor, Me	22,584	26,817
Troy & New England R. R. Co., Troy, N.Y.	34,666	26,768
Haverhill, Georgetown & Danvers Street Ry. Co., Georgetown, Mass	23,399	26,310
Fitchburg & Suburban Street Ry. Co., Fitchburg, Mass	22,596	25,401
Enfield & Longmeadow Electric Ry. Co., Thompsonville, Conn	24,143	25,226
Total, 55 companies,	$1,741,808	$1,980,290

7; gauge
:ars; Ideal
3rill, Pull-

F. Walsh,
;, Supt. &

z

151.
:d on Dec.
Watervliet
l 1866, and
ɔy & Lans-
ingburg &

ɔe Albany
to Albany
ɹnder con-
Mechanics-

:. 1, 1900),
s included
s on Feb.
lay 1, one
il 25, 1901.

ɔllows:
c. bonds,
:egistered;
Jan. and
trustee of

uthorized,
5; denom.
ommercial

uthorized,
5; denom.
al Bank of

uthorized,
3; denom.
ommercial

bonds, au-
: 1947; int.
Co.
. c. bonds,
1,000; int.
Trust Co.,

. c. bonds;
ay 1, 1919,
:tropolitan

c. bonds.
able Apr.

old bonds,
y be regis-
able Apr,
trustee of

ɪe Albany
ɹne 30,
1900.
$1,306,673
12,229
1,318,902
848,763

470,139

177,320
37,730
21,913

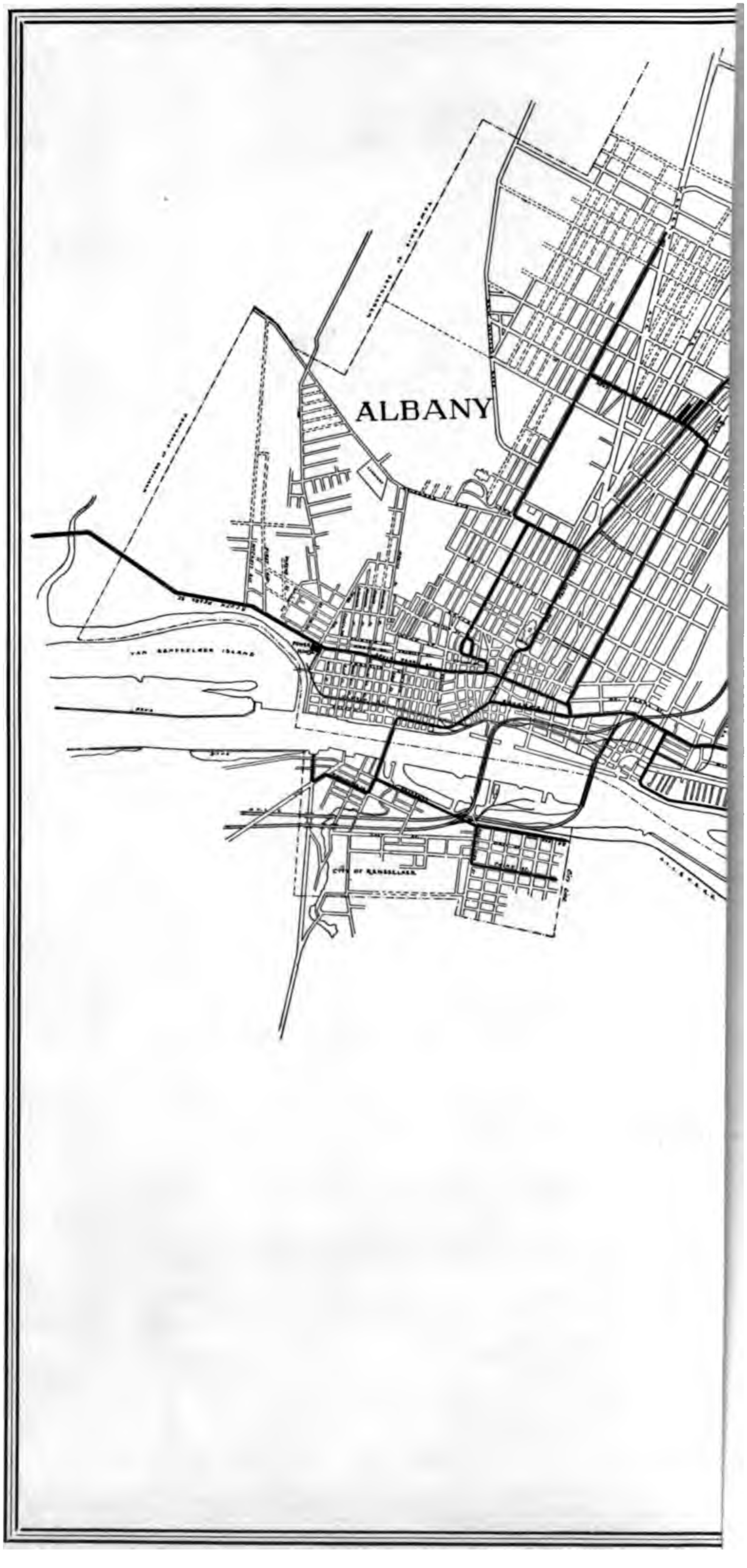
233,176
120,000
113,176
169,525
1900; and

1900.
24,671,176
6,648,436
$.198
.127

COMPA

Philadelphi
Philadelp
Hoosac Val
Schuylkill
Columbus
Chicago El
Newburg
Schenectad
Lorain Stre
McKeespor
Co., McK
Parkersbur
Co., Par
City Passer
Williamspo
port, Pa .
Buffalo Tr.
Traction
Poughkeep
tric Ry.
Delaware
Co., Phil
Woonsocke
Newton &
Pittsfield E
Rockland,
Rockland
Commonwe
Schuylkill
Newport &
Mass. El
Citizens' El
Auburn Cit
Elmira Wat
City Electri
Glens Falls
Co., Glen
Norwalk T
Light Co.
Portsmouth
Portsmou
Danbury &
Ry. & Li
Worcester
Worceste
Derby Stre
Light Co.
Natick & C
Bridgeton
Kingston C
Muscatine
Bangor Str
Bristol &
Conn. Ry
Nashua St.
Concord St
Syracuse S
South Midd
Geneva, W
Lake Tra
Warren, B
Brookfiel
Beaver Val
West Side
Wellesley
Burlington
New Londo
Madison El
Norwalk S
Lighting
Woronoco
Marlboroug
Stillwater
water, N.
Cleveland
Clevelan
Stamford S
Leominster
Black Rive
Herkimer,
tric Ry.
Newport St
panies),
Bangor,Or
Zanesville
Wilmingtor
Amsterdam
Van Brunt
North Wob
Compani

Total,



ADRIAN, MICH.

Population in 1880, 7,849, in 1890, 8,756, in 1900 (local estimates), 11,000.

Adrian Street Railway Co.—This company was chartered Feb. 13, 1900, for thirty years, as a reorganization of the Adrian Electric Street Railway Co., whose road was sold at receiver's sale on Dec. 17, 1897, to A. P. Southworth.

Capital Stock, authorized and issued, $40,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $25,000; dated Apr. 1, 1900, due 1925; int. payable Apr. and Oct.; sinking fund provided for.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 38 lb. to 60 lb. T and girder rail; 8 motor cars; Walker and Detroit motors.

Officers.—Pres. A. P. Southworth, V. Pres. E. S. Hamilton, Sec. F. E. Priddy, Treas. H. V. C. Hart.

General Office, 82 W. Maumee St.

References.—Receivership, Vol. XI, Jan., '95, p. 58.

Date of information, Mar., 1901. d

AKRON, O.

Population in 1880, 16,512, in 1890, 27,601, in 1900, 42,728.

Northern Ohio Traction Co.—Chartered July 12, 1899. This company is a consolidation of the Akron, Bedford & Cleveland R. R. of Cleveland O., and the Akron Traction & Electric Co. In Jan., 1901, this company secured control of the capital stock of the Akron & Cuyahoga Falls Rapid Transit Co.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

First preferred stock, authorized, $1,000,000, issued, $500,000; par value, $100 per share, 5 p. c. per annum.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000 (see Note), in treasury, $500,000; coupon, but may be registered; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at offices of Central Trust Co., of New York, or the Dime Savings & Banking Co. of Cleveland, O., trustees of mortgage.

Akron, Bedford & Cleveland R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Sept. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Note.—Of the Northern Ohio Traction Co.'s $2,500,000 of bonds issued, $900,000 were issued to retire the Akron Traction & Electric Co.'s bonds, and $700,000 were issued to retire the Akron, Bedford & Cleveland R. R. Co.'s general mortgage bonds; $500,000 in treasury are held for future betterments.

Operation.—Year ending Dec. 31,	1899.	1900.
Gross receipts	$362,701	$425,886
Operating expenses	240,936	261,377
Earnings from operation	121,765	164,509
Interest	125,000	125,000
Surplus	3,235	39,509
Total surplus		36,274
Per cent. operating exp. to total receipts	66.40	61.37

*Deficit.

Dividends.—On preferred stock, Feb., July, 1900 and Jan , 1901, 2½ p. c. each.

Plant and Equipment.—Miles of track (electric), 56; gauge, 4 ft. 8½ in.; 50 lb. and 70 lb. girder rail; 51 motor cars and 25 trail cars; West., Gen. Elec. and Walker dynamos and motors; Allis engines, Jackson & Sharp and Brill cars.

Officers.—Pres. H. A. Everett, V. Pres. Will Christy, Sec. C. F. Moore, Treas. J. R. Nutt Supt. L. E. Beilstein.

Directors.—H. A. Everett, Will Christy, E. W. Moore, C. W. Wason, B. Mahler, J. R. Nutt, L. E. Beilstein.

General Office, Akron, O.

References.—Akron St. Ry. & Illuminating Co., increase of bonds, Vol. XI, Feb., '95, p. 124; receivership, Vol. XIV., Feb. '98, p. 81; description of power plant, Vol. XIV, Sept.,'98, p. 523 (Ill.); new power house, Vol. XVI, Oct. 6, '00, p. 900.

Date of information, Jan., 1901. z

Akron & Cuyahoga Falls Rapid Transit Co.— Chartered May 11, 1894. In Jan., 1901, the Northern Ohio Traction Co. secured control of the capital stock of this company. Road runs from Akron to Cuyahoga Falls, with extensions from the Falls to Kent and from Akron to Barberton,

Capital Stock, authorized $1,000,000; issued, $500,000; par value, $100 per share,

Funded Debt.—First mortgage 6 p.c. bonds, authorized, $600,000, in treasury Nov. 1900; dated July, 1, 1895, due 1915; int. payable July and Jan., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 27; gauge 4 ft. 8½ in.; 50 lb. and 70 lb. girder and T rail; 39 motor cars; Ideal and Buckeye engines; Gen. Elec. dynamos and motors, Brill, Pullman and Wells & French cars.

Officers.—Pres., Gen. Man. & Pur. Agt. Thomas F. Walsh, V. Pres. J. Wainwright, Sec. & Treas. Pierre W. Briggs, Supt. & Elecn. C. A. Bien.

General Office, 153 Main St., Akron, O.

Date of information, Jan., 1901. z

ALBANY, N. Y.

Population in 1880, 90,758, in 1890, 94,923, in 1900, 94,151.

United Traction Co.—This is a consolidation effected on Dec. 30, 1899, of the Albany Railway (chartered 1863) the Watervliet Turnpike & R. R. Co. and the Troy City Ry Co. (chartered 1866, and operates under leases to the constituent companies the Troy & Lansingburg R. R. Co., the Troy & Cohoes R. R. Co., the Lansingburg & Cohoes R. R. Co, and the Waterford & Cohoes R. R. Co.

In 1900 this company made a traffic agreement with the Albany & Hudson Ry. & Power Co., giving the latter entrance into Albany over its tracks. A portion of the power used is furnished under contract by the Hudson River Power Transmission Co., of Mechanicsville.

Capital Stock, authorized $5,000,000, and issued (Nov. 1, 1900), $4,530,900; par value, $100 per share. (In this amount is included $1,000,000 in capital stock authorized by the stockholders on Feb. 3, 1900, one quarter of the subscription to be paid May 1, one quarter Aug. 1, one quarter Nov. 1, and final payment April 25, 1901.

Funded Debt, authorized and issued, $3,474,000, as follows:

The Albany Railway's consolidated mortgage 5 p. c. bonds, authorized, $500,000; issued, $428,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July at office of Central Trust Company of New York, trustee of mortgage.

The Albany Railway's first mortgage 5 p. c. bonds, authorized, $40,000; outstanding, $29,000; dated July 1, 1864, due 1905; denom. $500 and $1,000; int. payable Jan. and July at National Commercial Bank of Albany.

The Albany Railway's fourth mortgage 6 p. c. bonds, authorized, $11,500; outstanding, $11,000; dated Mar. 1, 1880, due 1905; denom. $500; int. payable Mar. and Sept. at National Commercial Bank of Albany.

The Albany Railway's fifth mortgage 5 p. c. bonds, authorized, $50,000; outstanding, $32,000; dated Sept. 1, 1888, due 1913; denom. $500 and $1,000; int. payable Mar. and Sept at National Commercial Bank of Albany.

The Albany Railway's general mortgage 5 p. c. gold bonds, authorized, $750,000; issued, $474,000; dated June 1, 1897, due 1947; int. payable June and Dec.; trustee of mortgage, Central Trust Co.

Watervliet Turnpike & R. R. Co.'s first mortgage 6 p. c. bonds, issued, $350,000, dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

Watervliet Turnpike & R. R. Co.'s second mortgage 6 p. c. bonds; authorized and issued, $150,000; dated June 20, 1890, due May 1, 1919, denom. $1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York.

Troy & Lansingburg R. R. Co.'s first mortgage 5 p. c. bonds. $34,000; dated Apr. 1, 1888, due Apr. 1, 1903; int. payable Apr. and Oct.

Troy City Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000; issued, $1,966,000; coupon, but may be registered; dated Oct. 1, 1892, due 1942; denom. $1,000; int. payable Apr, and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—The following is a combined report of the Albany Railway and the Troy City Railway for the years ending June 30,

	1897.	1898.	1899.	1900.
Receipts from operation	$1,033,656	$1,125,898	$1,210,452	$1,306,673
" " other sources	31,649	40,731	39,055	12,229
" total	1,065,305	1,166,629	1,249,507	1,318,902
Operating expenses	614,814	685,635	772,803	848,763
Earnings from operation	450,491	480,994	476,704	470,139
Deductions from earnings.				
Interest on bonds	152,392	167,694	171,767	177,320
Taxes	26,471	32,560	44,807	37,730
Rentals	44,243	37,526	27,711	21,913
Net income	227,385	242,962	232,419	233,176
Dividends	190,000	230,000	146,875	120,000
To surplus account	37,385	12,962	85,544	113,176
Total surplus account	225,349	135,257	124,336	169,525

Dividends.—First quarterly dividend, 1¼ p. c., May, 1900; and 1¼ p. c. quarterly since then.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	20,149,444	22,111,489	24,579,166	24,671,176
Car miles run	5,178,586	5,896,623	6,214,400	6,648,436
Total rec'ts per car mile	$.210	$.202	$.210	$.198
Operating expenses "	.124	.12[illegible]	.136	.127

Plant and Equipment.—Miles of track (electric), owned 65.63, leased 9.07, trackage rights 2.50—total, 77 2; gauge, 4 ft. 8½ in.; 47 lb. to 104 lb. girder and T rail; 339 motor cars, 12 snow plows and 7 sweepers; Gen. Elec. dynamos, Gen. Elec., West. and Walker generators, West. motors, Gilbert, Brill and Jones cars, Taylor trucks.

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$6,126,781	Capital stock	$4,000,000
" equipment	2,315,671	Funded debt	3,474,000
Stock and bonds	143,489	Increase of capital	297,350
Cash	42,220	Interest due & accrued	38,276
Bills receivable	39,000	Loans	674,300
Open accounts	11,828	Accounts payable	45,306
Material and supplies	30,681	Sundries	10,913
		Profit & loss (surplus)	169,525
Total	$8,709,670	Total	$8,709,670

Officers.—Pres. Robt. C. Pruyn, V. Pres. Francis N. Mann, Jr., 2d V. Pres. & Gen. Man. John W. McNamara, Sec. Charles G. Cleminshaw, Treas. James McCredie, Supt. Edgar S. Fassett, Asst. Treas. & Pur. Agt. Joseph S. House.

Directors.—Robt. C. Pruyn, John W. McNamara, A. Bleecker Banks, William McEwan, Anthony N. Brady, James H. Manning, Wm. J. Walker, John G. Myers, Simon W. Rosendale of Albany, Edward Murphy, Jr., Wm. Kemp, Chas. Cleminshaw, Frances N. Mann, Wm. Shaw, Jas. O'Neill, Geo. P. Ide of Troy.

General Office, Broadway and Columbia Street, Albany, N. Y.

References.—Description of road, Vol. VI, June, '90, p. 273 (ill.); Vol. VIII, Jan. and Feb., '92, p. 44 and 63 (ill.); Vol. IX, July, '93, p. 467 (ill.); description of shops and car house, Vol. X, Mar., '94, p. 151 (ill.); steel fly wheel (ill.), (brief), Vol. XII, July, '96, p. 428; operating detail, Vol. XIII, May, '97, p. 292; fenders, Vol. XIII, June, '97, p. 368.

Date of information, Feb., 1901. z

For map of road, see inset between pages 4 and 5.

Albany & Schoharie Valley Railroad Co.—This company is the successor to the Albany, Helderburg & Schoharie Electric Railway Co., which was chartered November 15, 1895, to build an electric railway from Albany to Schoharie, 44 miles. Annual meeting third Tuesday in Sept. Nearly all of the rights of way through the towns have been secured, and the terminal in Albany has been obtained from the City Council. The Albany Construction Co. (93 State St., Albany, N, Y.) has contracted to build the road, and expects to place it in operation by June 1, 1901.

Capital Stock, $1,250,000, paid in, $49,975; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,200,000; dated Oct. 1, 1899; due 1929; denom. $1,000; int. payable Apr. and Oct. at office of the City Trust Co., of New York City, trustee of mortgage. Cost of road to June 30, 1900, $43,247.

Officers.—Pres. H. W. Burgett (Boston), V. Pres. B. M. Secor (Albany), Sec. Wm. H. Erwin (Albany), Treas. Chas. E. Bibber (49 Federal St., Boston).

Directors.—H. W. Burgett, B. M. Secor, Chas. E. Bibber, J. S. Frost, W. H. Erwin, R. J. McCauley, Thos. J. Wood, Ezra Twitchell, L. C. Warner.

General Office, 12 Tweddle Bldg., Albany, N. Y.

Date of information, Feb., 1901. z

ALLENTOWN, PA.

Population in 1880, 18,063, in 1890, 25,228, in 1900, 35,416.

Lehigh Valley Traction Co.—This company is the consolidation effected Nov. 17, 1899, of the Allentown & Lehigh Valley Traction Co., with practically all the lines operating in Allentown and vicinity, comprising the properties previously owned or leased by the Allentown & Lehigh Valley Traction Co., as follows:

Allentown & Bethlehem Rapid Transit Co.,
Lehigh Valley Traction Co.,
Allentown Passenger Ry. Co.,
Bethlehem & Allentown Street Ry. Co.,
Bethlehem & South Bethlehem Street Ry. Co.,
Catasauqua & Northern Street Ry. Co.,
South Bethlehem & Hellerstown Street Ry. Co.,
Allentown & Emaus Street Ry. Co.,
Allentown Electric Light & Power Co.,
Rittersville Hotel Co. and Park.

In Feb., 1900, the properties of the Bethlehem & Nazareth St. Ry. Co. and the Bethlehem Electric Light Co. were also acquired. The company owns the entire capital stocks of all the above companies, excepting the Allentown Electric Light & Power Co., of which it owns the majority of stock. The corporate existence of the old companies is, however, preserved, as valuable rights, including the right of eminent domain, are conferred by some of their original charters.

In Nov., 1900, it was stated that the Allentown & Slatington Ry. and the State Belt Ry. Co. had also been acquired.

Capital Stock, authorized, $3,000,000, issued, $1,700,000; par value, $50 per share.

Funded Debt.—General mortgage 4 p. c. gold bonds, authorized, $3,000,000; issued, (see Note); dated Dec. 1, 1899, due 1929; denom. $1,000; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co. of Philadelphia, trustee of mortgage.

Note.—This mortgage is intended to provide for the retirement of the prior liens of the Allentown & Lehigh Valley Traction Co. (which see).

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$ 986,868	Capital stock	$1,700,000
Cost of equipment	904,348	Funded debt	3,000,000
Stock of other comp'es.	200,200	Accounts payable	76,078
Other perma'nt invest.	2,586,794	Accounts accrued	20,313
Discount on bonds	300,000	Trusteed stock	225,000
Cash	20,849	Notes and mortgage	35,625
Accounts receivable	41,794	Profit and loss (surplus)	9,311
Material and supplies	25,474		
Total	$5,066,327	Total	$5,066,327

Officers.—Pres. A. L. Johnson, V. Pres. C. M. Bates (71 Broadway, N. Y. C.), Sec. J. E. Kenney, Gen. Man. Samuel Harris.

Directors.—A. L. Johnson, John E. Kenney, C. M. Bates, Samuel Harris, R. E. Wright, Wilson J. Hartzell.

General Office, Allentown, Pa.

Date of information, Nov., 1900. b

Allentown & Lehigh Valley Traction Co.—Chartered May 31, 1893. The company operates under lease dated Jan. 1, 1895, the Allentown & Bethlehem Rapid Transit Co., the Lehigh Valley Traction Co., the Allentown Passenger Ry. Co., the Bethlehem & Allentown Street Ry. Co., the Bethlehem & South Bethlehem Street Ry. Co., the Catasauqua & Northern Street Ry. Co., and controls and operates the Allentown Electric Light & Power Co., and the Rittersville Hotel Co. The company owns the entire capital stock of the above companies, except the Allentown Electric Light & Power Co., in which it owns the majority of the stock. On Mar. 8, 1894, this company by purchase of the entire capital stock, assumed control of the Allentown & Bethlehem Rapid Transit Co., and during the summer completed its own lines and connected the lines of the two companies for practical and economical operation. On Sept. 29, 1897, this company leased the South Bethlehem and Hellertown Street Ry. Co. On May 30, 1898, this company leased for thirty years, the Allentown and Emaus Street Ry. Co. On Nov. 17, 1899, was consolidated with its constituent companies, forming the new Lehigh Valley Traction Co.

Capital Stock, authorized and issued, $4,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; coupon, but may be registered; dated Sept. 1, 1893, due 1913; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized $2,000,000, issued (understood to be), $450,000, in escrow (see Note), $1,300,000, in treasury, $250,000; coupon, but may be registered; dated Jan. 1, 1895, due 1925; int. payable Jan. and July. This mortgage covers all the railway property and franchises above mentioned and includes Allentown Electric Light & Power Co. and Rittersville Hotel Co.

Allentown & Bethlehem Rapid Transit Co.'s first mortgage 6 p.c. gold bonds, authorized and issued, $500,000, called $264,000 (see note), coupon, but may be registered; dated July 1, 1891, due 1911, but subject to call at 110 and interest after July 1, 1896; int. payable Jan. and July, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

Note.—$1,300,000 of the first consolidated mortgage bonds are understood to be held in escrow to retire the prior liens described above. In May, 1900, $264,000 of the Allentown & Bethlehem R. T. Co.'s bonds were called at 110 and accrued interest, and Lehigh Valley Traction Co.'s 4 p. c. general mortgage bonds were issued in payment.

Operation.—Combined operating report of the properties now controlled by the company for the years ending

	June 30, 1897.	June 30, 1898.	June 30, 1899.	5 mos. to Nov. 30, 1899.
Receipts from passengers	$213,861	$225,509	$257,638	$142,974
" " other sources	984	2,160	812	544
" total	214,845	227,669	258,450	143,518
Operating expenses	116,015	119,885	144,896	58,894
Earnings from operation	98,830	107,784	113,554	84,624
Fixed charges and interest	99,013	92,609	94,703	38,286
Net income	*183	15,175	18,851	46,338

*Deficit.

Balance Sheet.—Dated June 30, Nov. 30,

ASSETS.	1896.	1897.	1898.	1899.	1899.
Investment...	$1,660,873	$1,702,611	$1,765,124	$1,958,829	$2,090,644
Stk of oth.co.'s.	1,940,846	1,954,542	1,956,497	1,957,082	2,168,702
Pur. of leases & real est. A. & B. R.T.Co.		2,500,000	2,500,000	2,500,000	2,500,000
Accs.receivable	82,523	2,046	9,693	20,592	21,491
Sup. and suspense acct...	24,812	21,525	38,228	35,734	36,452
Advance payts.			69,570	69,570	70,324
Current assets.		120,494			
Cash..........	935	2,150	4,704	7,208	9,357
Construct'n for Elec. Lt.Co..			38,802	38,802	38,802
Total.....	$3,740,513	$6,303,367	$6,382,618	$6,587,817	$6,935,772
LIABILITIES.					
Capital stock..	$1,500,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000
Funded debt...	1,170,000	1,170,000	1,183,000	1,183,000	1,237,000
Interest.......	11,467	11,167	11,417	11,442	34,370
Unfu'ded debt.	676,760	748,606	804,171	960,705	1,160,702
Pur.ac. A. & B. R. T. Co....	214,207		203,178		
Accts. payable.	75,824	76,269	73,604	104,976	129,773
Sundry accts...		205,252		201,596	201,491
Profit and loss (surplus)....	92,255	92,073	107,248	126,098	172,436
Total.....	$3,740,513	$6,303,367	$6,382,618	$6,587,817	$6,935,772

Plant and Equipment.—Miles of track (electric), 53; gauge, 4 ft. 8½ in.; 60 lb. to 70 lb. T and girder rail; 70 motor cars; Cooper engines, Gen. Elec. and West. dynamos, Steel motors, Brill and Stephenson cars.

Officers.—Pres. Albert L. Johnson, Sec. & Treas. A. F. Walter, Gen. Man. Samuel Harris, Supt. James Uhl.

Directors.—Albert L. Johnson, A. F. Walter, Tom L. Johnson, Jilson J. Coleman, Wilson J. Hartzell, M. L. Kauffman and Robert E. Wright.

General Office, Allentown, Pa.

References.—Description of road, Vol. X, July, '94, p. 428 (ill.); pleasure park, Vol. XIII, June, '97, p. 346; Vol. XV, May, '99, p. 302.

Date of information, Jan., 1900. b

Allentown & Kutztown Traction Co.—Chartered Apr. 25, 1898.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $160,000; outstanding, $38,500.

Operation.—Year ending June 30, 1900.

Receipts from operation	$15,274
" " other sources	5,988
" total	21,262
Operating expenses	17,203
Earnings	4,059
Deductions from earnings	3,046
Net income	1,023

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$143,694	Capital stock	$250,000
" equipment	36,958	Funded debt	38,500
Stock for leases and services	247,600	Loans	95,698
Cash	953	Accounts payable	17,415
Accounts receivable	208	Construction account	31,131
Materials and supplies	3,331		
Total	$432,744	Total	$432,744

Plant and Equipment.—Miles of track (electric), 10; 65 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; West. generator.

Officers.—Pres. G. H. Gerber, Pottsville, Pa.; Sec. A. R. Beers, Mauch Chunk, Pa.; Treas. F. R. Wagner, Harrisburg, Pa.; Supt. L. P. Muthart, Allentown, Pa.

Directors.—G. H. Greber, Asa R. Beers, F. R. Wagner, H. E. Aherns, H. J. Schimck, Wesley D. Molen.

General Office, Allentown, Pa.

Date of information, Mar., 1901. x b

ALLIANCE, O.

Population in 1880, 4,634; in 1890, 7,607; in 1900, 10,000.

Alliance Street Railway Co.

CAPITAL STOCK, authorized, $100,000; issued, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 4 motor cars; 160 H. P. station plant, Phœnix Iron Works engines, Gen. Elec. dynamos, West. motors, Brill and Laclede cars.

OFFICERS.—Pres. & Treas. W. W. Hazzard, Sec. & Gen. Man. W. J. Berry, Ch. Engr. of Power Station Frank Bankard.

GENERAL OFFICE, 11 South Arch Ave.

Date of information, Feb., 1900. x

ALTON, ILL.

Population in 1880, 8,965, in 1890, 10,294, in 1900, 14,210; estimated population of Alton, Upper Alton and North Alton, 21,000.

Alton Railway, Gas & Electric Co.—Chartered June, 1899, for 99 years. Annual meeting in Jan. This company is the successor to the Alton Ry. & Illuminating Co., which was chartered July, 1895, a consolidation of the Alton Electric Street R. R. Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co. The new company has recently purchased the property of the Alton Gas & Electric Co. from the bondholders, who took the property under foreclosure, July 1, 1899, and the Alton Electric & Service Co., sold under foreclosure, Nov. 14, 1900.

FRANCHISES.—Franchises granted in 1867 in perpetuity, and in 1896 for 20 years. Renewed and extended for 50 years from Nov. 25, 1898. Electric light franchise granted in 1896 for 20 years, renewed and extended for 50 years, from Nov. 25, 1898. Gas franchise granted in 1877, in perpetuity. Heating franchise granted in 1899, in perpetuity.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $212,000, in escrow, $250,000; in treasury, $38,000 (see note); coupon, but may be registered; dated Oct. 1, 1899, due 1939; denom. $1,000; int. payable at office of North American Trust Co., of New York, trustee.

. NOTE.—$250,000 of the first mortgage bonds are held in escrow to retire underlying bonds on parts of plant, and the $38,000 are held for future extensions.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$44,222	$48,888	$52,312	$61,913
" electric lighting	27,714	28,262	28,231	29,609
" from other sources	1,259	437	271	15,053
" total	73,195	77,587	80,814	106,575
Operating expenses	36,872	36,759	39,187	56,072
Earnings from operation	36,322	40,826	41,627	50,503
Deductions from earnings.				
Interest	16,582	15,048	14,392	20,375
Taxes	1,962	2,625	2,338	2,595
Legal exp. and attorneys fees	398	5,546	1,695	700
Net income	17,381	17,608	23,202	26,833

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1899.	1900.
Plant and property	$909,258	$1,056,740
Extensions	37,198	
Accounts receivable	7,638	12,664
Cash	15,280	12,142
Materials and supplies	4,266	12,370
Operating expenses, 6 mos		30,610
Interest and taxes		7,930
Contracting account	615	
Annual expenses	1,550	
Total	$975,805	$1,132,456
LIABILITIES.		
Capital stock	$500,000	$500,000
Funded Debt	375,000	462,000
Bills and acts. payable	4,096	8,450
Earnings, 6 mos		62,006
Contracting account	1,360	
Profit and loss (surplus)	95,349	100,000
Total	$975,805	$1,132,456

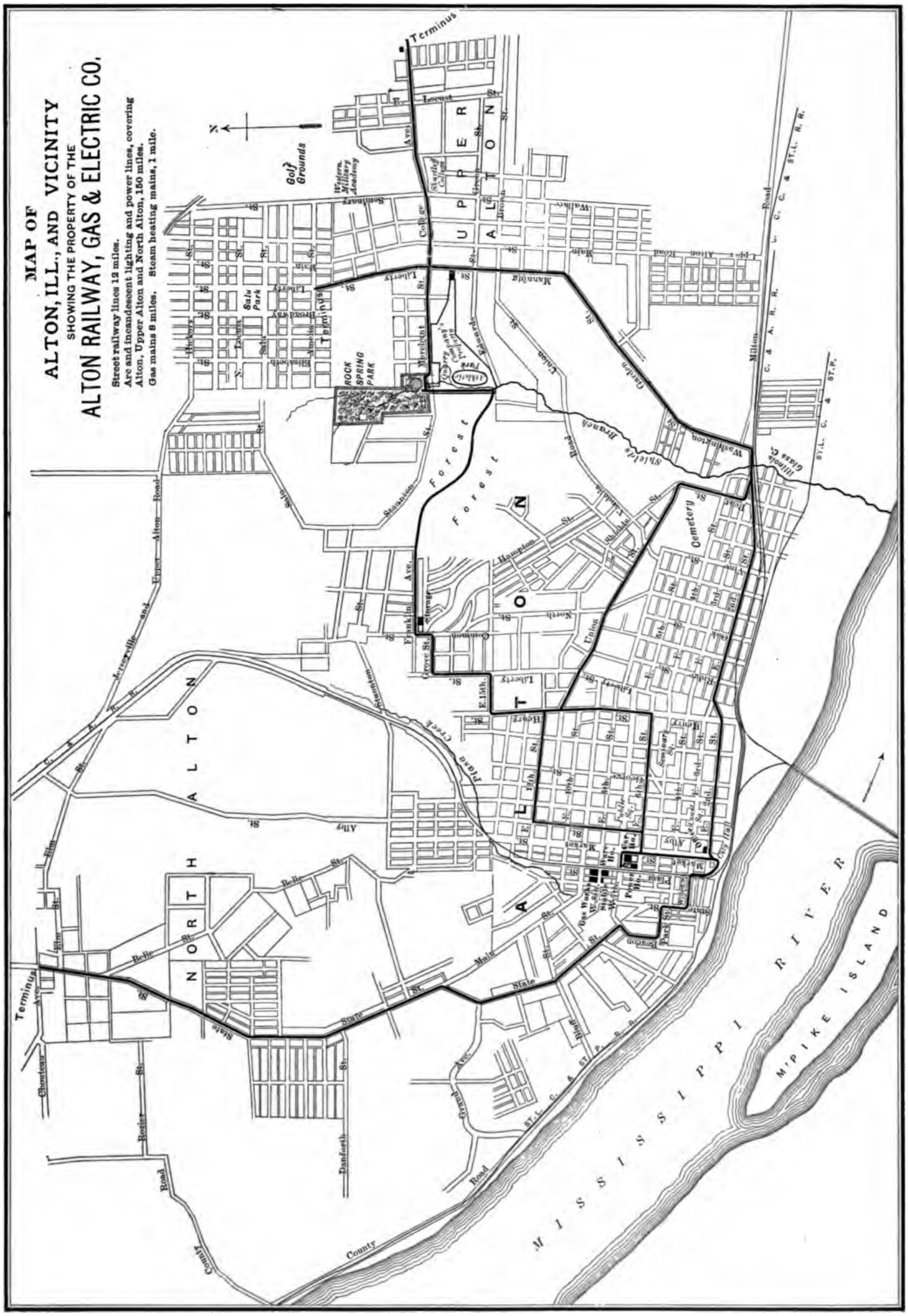
PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. 60 lb. and 70 lb. girder and T rail; 8 horses, 18 motor cars; 1,250 H. P. engines, Buckeye engines, Brush, Gen. Elec. and Fort Wayne dynamos, Walker and Gen. Elec. motors, Laclede cars, Peckham trucks.

ELECTRIC LIGHT PLANT.—600 H. P. operating 210 arc lights and 12,000 incandescent lights and 175 H. P. of motors.

GAS PLANT.—Retort capacity, 75,000 cu. ft. coal gas daily; 8 miles of mains.

HEATING PLANT, 2 miles of mains.—Forced hot water circulation, with capacity for 75,000 ft. of radiation. Started Jan. 1, 1900.

OFFICERS.—Pres. Treas. & Pur. Agt. Joseph F. Porter, V. Pres. O. S. Stowell, Sec. H. S. Baker.



MAP OF
ALTON, ILL., AND VICINITY
SHOWING THE PROPERTY OF THE
ALTON RAILWAY, GAS & ELECTRIC CO.

Street railway lines 12 miles.
Arc and incandescent lighting and power lines, covering Alton, Upper Alton and North Alton, 150 miles.
Gas mains 8 miles. Steam heating mains, 1 mile.

Directors.—C. A. Caldwell, G. M. Ryrie, O. S. Stowell, H. S. Baker, J. F. Porter.

General Office.—205 Market St., Alton, Ill.

Date of information, Feb., 1901. z

For map of road see page 8.

NEW CORPORATION.

Alton & East Alton Railway and Power Co.—This road is not yet in operation.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Funded Debt.—None.

Officers.—Pres. H. C. Priest, V.Pres. G. M. Ryrie, Sec. Treas. and Man. J. F. Porter.

Directors.—C. A. Caldwell, O. S. Stowell, G. M. Ryrie, H. C. Priest, J. F. Porter.

General Office, 205 Market St., Alton, Ill.

Date of information, Feb. 1901. z

ALTOONA, PA.

Population in 1880, 19,710, in 1890, 30,337, in 1900, 38,973.

The Altoona & Logan Valley Electric Railway Co.—Chartered Dec. 12, 1892, for 999 years. Annual meeting, Jan. This company owns and operates the lines of the City Passenger Ry. Co., of Altoona, and also owns the Altoona Gas Co., and controls the Lakemont Park Co.

Capital Stock, authorized, $500,000, issued, $380,350; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized, $500,000, outstanding, $475,000, in treasury (see Note), $25,000; dated July 1, 1893, due July 1, 1923; denom. $500 and $1,000; int. payable Jan. and July, at office of Cassatt & Co., of Philadelphia, and First National Bank of Altoona; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The mortgage deed provides that not less than 1 p. c. of the bonds outstanding shall be retired annually, from July 1, 1894, and $25,000 have already been so retired.

The bonds may be called for payment after July, 1903, at twenty-one days' notice, at 105 and accrued interest.

Franchises.—Granted 1893 in perpetuity, conveying exclusive rights for Hollidaysburg, and right for double track railroad, thence to Altoona, and from Altoona to Bellwood; also exclusive rights in Bellwood.

Operation.—Year ending Dec. 31.

	1895.	1896.	1898.	June 30, 1899.	June 30, 1900.
Receipts from pass.....	$82,094	$89,446	$77,936	$77,154	$92,074
" other sources..	1,198	818	240	8,628	11,263
" total..........	83,292	90,264	78,176	85,782	103,337
Operating expenses....	41,157	47,442	40,576	38,871	47,982
Earnings from operat'n.	42,135	42,822	37,600	46,911	55,355
Deduc. from earnings.					
Int. on bonds......	25,000	25,000	25,000	25,000	25,000
Sinking fund.......	5,000	5,000	5,000	5,000	5,000
Taxes.............	3,204	3,350	4,399	4,142	4,090
Rentals............	360		1,373	1,375	12,500
Income................	8,570	9,472	1,828	11,394	8,765
Dividend on investment.		5,074	8,457		
Net income............		14,546	10,285	11,394	8,765
Dividends paid, 2½ p. c.		9,446			
To surplus account.....	8,570	5,100	10,285		
Total surplus account..	22,294	27,394	36,218	38,249	59,514
P.c. op.exp. to total rcpts	49	53	52	45	46.4

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.
Cost of road and equipment.........	$601,124	$601,124	$641,794
Stock of other companies...........	315,000	315,000	315,000
Cash............................	12,542	13,071	12,607
Open accounts....................	4,882	31,042	6,361
Capital from earnings..............			77,444
Total..........................	$933,548	$960,237	$1,053,206
LIABILITIES.			
Capital stock......................	$380,350	$380,350	380,350
Funded debt......................	475,000	475,000	475,000
Stock to be issued.................			77,444
Accrued interest,..................	2,113	2,738	18,988
Loans............................	34,057	34,057	
Accounts payable..................	5,810	29,843	30,493
Special funds......................			11,417
Profit and loss (surplus)............	36,218	38,249	59,514
Total..........................	$933,548	$960,237	$1,053,206

Plant and Equipment.—Miles of main line, 15.78, of second track, 1.81, of sidings, 1.11, total track owned (electric), 18.70, operated (City Passenger Ry.), 7.5; gauge, 5 ft. 2 in.; 56 lb. T and 72 lb. girder rail; 23 motor cars, 16 trail cars; 500 H. P. engines, 500 H. P. dynamos, Altoona engines, Heine boilers, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. John Lloyd, Sec. & Treas. C. A. Buch, Supt. S. S. Crane, Ch. Engr. A. C. Shand, Elecn. W. H. Markland, Ch. Engr. of Power Station L. M. Willson.

Directors.—John Lloyd, M. H. Carman, Wm. H. Taylor, Wm. Laus, S. B. Miller.

General Office, Altoona, Pa.

References.—Description of road, Vol. X, Mar., '94, p. 156 (ill.); pleasure resorts (brief), Vol. XII, July, '96, p. 414.

Date of information, Jan., 1901. b

City Passenger Railway Co. of Altoona.—Chartered June 15, 1889, for 90 years. Annual meeting, Jan.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends payable in Jan. and July. Since June 30, 1896, $174,550 of the capital stock of this company has been owned by the Altoona & Logan Valley Electric Ry. Co.

Funded Debt.—First mortgage, 5 p. c. registered bonds, authorized and issued, $50,000; dated Jan. 15, 1892, due 1912; denom. $200, $500 and $1,000; int. payable Jan. and July, at offices of the company and First National Bank of Altoona; trustee of mortgage, A. J. Riley, of Altoona.

Franchises.—Granted in 1882 for 90 years.

Operation.—Year ending Dec. 31,

	1895.	1896.	1898.	June 30, 1899.	June 30, 1900.
Receipts from pass.....	$55,661	$62,208	$67,638	$71,280	$87,582
" other sources..	866	576	175	186	1,400
" total..........	56,527	62,884	67,813	71,466	88,982
Operating expenses....	46,146	478,711	47,783	50,879	56,673
Earnings from operat'n.	10,381	14,173	20,030	20,587	32,309
Deduc. from earnings.					
Interest on bonds..	2,500	2,500	2,500	2,500	2,500
Taxes.............	1,401	1,582	1,620	1,751	2,280
Rentals............	150	100			
Net income............	6,330	9,991	15,910	16,336	27,529
Imp'vem'ts & betterm'ts.	3,322		8,500	6,480	5,000
Dividends paid........		6,000	5,000	10,000	
P.c.op.exp. to total rects.	81	81	70	71	63.7

Balance Sheet.—Dated Dec. 31,

ASSETS.	1895.	1898.	June 30, 1899.	June 30, 1900.
Cost of road and equipment..	$272,590	$250,000	$250,000	$250,000
Cash assets................	3,719	9,833	17,116	29,815
Other assets...............	6,550	1,603	1,100	5,887
Profit and loss (deficit).......	2,485			
Total..................	$285,344	$261,437	$268,216	$285,702
LIABILITIES.				
Capital stock..............	$200,000	$200,000	$200,000	$200,000
Funded debt..............	50,000	50,000	50,000	50,000
Bills payable..............	6,000		4,963	4,270
From earn'gs to cap., improvements and betterments....	22,590			
Other liabilities............	6,754	4,074	4,350	
Profit and loss (surplus).....		7,363	8,903	31,432
Total..................	$285,344	$261,437	$268,216	$285,702

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 5 ft. 2 in.; 48½ lb. and 72 lb. girder rail; 23 motor cars and 6 trail cars, 700 H. P. engines and boilers, Altoona engines and boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and Lamokin cars, Brill, Robinson and Globe trucks.

Officers.—Same as Altoona & Logan Valley Elec. Ry. Co.

Directors.—John Lloyd, A. C. Shand, M. H. Carman, Altoona, Pa.; W. B. Hughes, S. B. Miller, Hollidaysburg, Pa.; Wm. H. Taylor, Wm. M. Laus, N. Y. City.

General Office, Altoona, Pa.

References.—Increase of stock, Vol. IX, Feb., '93, p. 128.

Date of information, Nov., 1900. b

AMESBURY, MASS.

Population, in 1890, 9,800, in 1900, 9,473.

Amesbury & Hampton Street Railway Co.—The road was placed in operation in the towns of Amesbury and Salisbury on July 1, 1899, and on July 25, 1900, this road was leased to the Exeter Hampton & Amesbury St. Ry. Co., of Exeter, N. H., with which it connects at the state line, for 25 years from July 1, 1900.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $50,000; dated Oct. 1, 1899, due 1919; denom. $1,000.

Operation.—	July 1 to Sept. 30, 1899.	July 1, 1900.
Gross receipts	$ 4,632	$ 5,155
Operating expenses	2,612	3,640
Earnings from operation	2,020	1,515
Deductions from earnings.		
Interest		2,500
To surplus account		*985
Total surplus account		1,035

STATISTICS OF TRAFFIC.

Revenue, passengers carried	92,438	81,394
Car miles run	21,424	32,264
Total receipts per car mile	$.211	$.159
Operating expenses per car mile	.122	.112

Balance Sheet.—Dated Sept. 30,

ASSETS.	1899.	1900.
Cost of road	$ 67,136	$ 70,267
" " equipment	25,388	27,385
Other permanent investments	9,760	9,760
Cash and current assets	2,261	401
Total	$104,545	$107,813

LIABILITIES.		
Capital stock	$ 50,000	$ 50,000
Fuuded debt		50,000
Current liabilities	52,525	6,778
Profit and loss (surplus)	2,020	1,035
Total	$104,545	$107.813

Plant and Equipment.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ ins.; 11 motor cars, Lorain Steel Co.

Officers.—Pres. Wallace D. Lovell, Sec. Henry F. Carey, Treas. Edwin L. Pride, Gen. Man. & Supt. Albert E. McReel.

Directors.—Richard E. Briggs, Edward R. Briggs, Henry F. Carey, Amesbury; Wallace D. Lovell, Boston; Edwin L. Pride, Somerville; Albert E. McReel, Exeter, N. H.

General Office, 60 State St., Boston, Mass.

Date of information, Feb., 1901. b

AMHERST, MASS.

Population in 1880, 4,298, in 1890, 4,512, in 1900, 5,028.

The Amherst & Sunderland Street Railway Co.—Chartered Feb. 27, 1896. This company commenced operation June 18, 1897.

Capital Stock, authorized $50,000, issued, $22,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $21,500; int. payable Jan. & July; trustee of mortgage E. D. Bangs.

Debenture bonds, $2,800.

Operation.—	3½ months ending Sept. 30, 1897.	—Year ending Sept. 30,— 1898.	1899.	1900.
Total receipts	$3,817	$10,601	$11,214	$10,688
Operating expenses	3,634	12,349	8,734	8,413
Earnings from operation	183	*1,748	2,480	2,275
Deductions from earnings				
Interest	115	1,129	1,204	1,110
Taxes		231	143	297
Other deductions		540	289	202
Net income	68	*3,650	844	666
Dividends				440
To surplus account				226
Total surplus account		*3,582	*2,738	*2,512

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried	215,955	208,731
Car miles run	61,869	65,864
Total receipts per car mile	$.181	$.162
Operating expenses per car mile	.141	.128

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$26,764	$27,976	$28,050	$28,080
" equipment	5,180	8,536	8,573	8,573
Land and buildings	4,229	6,540	6,069	6,087
Cash and current assets	1,004	1,048	617	713
Miscellaneous assets			578	635
Profit and loss (deficit)		3,582	2,738	2,512
Total	$37,177	$47,683	$46,625	$46,600

LIABILITIES.	1897.	1898.	1889.	1900.
Capital stock	$22,000	$22,000	$22,000	$22,000
Funded debt		21,500	21,500	21,500
Debenture bonds		2,800		
Current liabilities	15,108	1,383	3,125	3,100
Profit and loss (surplus)	69			
Total	$37,177	$47,683	$46,625	$46,600

Plant and Equipment.—Miles of track (electric), 4.48; under construction, 5; gauge, 4 ft. 8½ ins.; 56 lb. rail; 4 motor cars; 160 H. P. station plant; Phœnix engines, West dynamos and motors, Wason and Briggs cars, Peckham trucks.

Officers.—Pres. Walter D. Cowls, V. Pres. & Treas. M. A. Dickinson, Sec. Chas. H. Edwards, Gen. Man. L. N. Wheelock.

Directors.—M. A. Dickinson, H. B. Edwards, T. L. Paige, Amherst, Mass.; Walter D. Cowls, George E. Fisher, North Amherst, Mass.; Levi Stockbridge, F. A. Cadwell, Sunderland, Mass.

General Office, Amherst, Mass.

Date of information, Feb., 1901. z

AMSTERDAM, N. Y.

Population in 1880, 9,466, in 1890, 17,336, in 1900 (local estimates), 25,000.

Amsterdam Street Railroad Co.—Chartered Feb. 5, 1873. Annual meeting second Monday in Dec. Fiscal year ends June 30. Reorganized Oct. 10, 1898. The capital stock of this company is now controlled by the Fonda, Johnstown & Gloversville R. R. Co.

Capital Stock, authorized, $250,000, issued, $239,800.

Funded Debt.—First mortgage (see Note) gold bonds, authorized, $200,000, issued, $159,000, in treasury, $41,000; dated Oct. 1, 1890, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

First mortgage 5 p. c. income bonds authorized, $20,000; outstanding, $19,000; due 1920.

Second mortgage 5 p. c. income bonds authorized, $30,000, outstanding, $29,430; due 1920. Real estate mortgage, $2,000.

Note.—Of the first mortgage gold bonds issued, $50,000 bear interest at 5 p. c. and $109,000 at 4 p. c.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900
Receipts from pass	$23,407	$22,038	$24,255	$26,706	$28,391
" other sources	17,662	17,370	21,168	20,244	21,867
" total	41,069	39,408	45,422	46,950	50,258
Operating expenses	31,808	30,362	32,386	31,988	37,036
Earnings from operation	9,261	9,045	13,036	14,962	13,222
Deductions from earnings.					
Int. on funded debt, due and accrued	10,200	10,200	10,200	6,397	6,980
Loans	944	561	388		586
Taxes	1,020	942	1,712	1,439	1,730
Net income	*2,903	*2,657	736	7,126	3,926
To surplus account				1,684	3,926
Total surplus account	790	*3,816	*5,442	†26,128	24,972

*Deficit.

†Credits to profit and loss account during fiscal year $24,444.

Charged to profit and loss account during fiscal year 1900, $5,082.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 5,804	$ 5,152	$ 5,889	$ 6,570	$ 8,538
Transportation expenses	19,525	19,518	19,549	19,155	21,324
Main. of way and bldgs	1,675	1,715	3,237	2,947	2,919
" " equipment	4,804	3,977	3,711	3,316	4,256
Total	$31,808	$30,362	$32,386	$31,988	$37,037

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Revenue pass. carried	606,852	452,535	639,241	685,367	599,684
Transfer " "					122,811
Car miles run	182,291	185,143	189,938	201,802	236,103
Total recpts. per car mile.	$.226	$.213	$.239	$.232	$.212
Oper'g exp. per car mile.	.174	.164	.171	.158	.157

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Road equip. and light and power plant	$458,536	$459,431	$459,606	$469,776	$474,074
Cash	1,159	996	3,063	4,737	3,448
Bills receivable	1,773	2,030	2,314	2,514	
Open accounts	2,692	9,866		10,386	17,686
Treasury bonds	27,000				
Bonds in escrow	3,000				
Other assets	9,530		9,630	1,178	952
Supplies	8,304	8,713	8,562	2,289	1,416
Profit and loss (def.)		3,816	5,442		
Total	$511,994	$484,852	$488,616	$490,880	$497,576

Please note date of information at end of each report.

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$250,000	$250,000	$250,000	$239,800	$239,800
Funded debt	200,000	170,000	170,000	207,430	209,430
Accrued interest	25,700	35,900	44,520	1,715	1,715
Accounts payable	3,095	3,167	9,129	11,500	16,600
Bills payable	13,585	9,844	9,470	749	2,641
Open accounts	18,824	15,942	5,496	3,558	2,418
Profit and loss (sur.)	790			26,128	24,972
Total	$511,994	$484,852	$488,616	$490,880	$497,576

Plant and Equipment.—Miles of track (electric), 4.70; gauge, 4 ft. 8½ in.; 73 lb. to 45 lb. girder rail; 16 motor cars; Ball engines, Gen. Elec. dynamos and motors, Brill, Stephenson and Lewis & Fowler cars.

Officers.—Pres. J. Ledlie Hees, Fonda, N. Y.; Sec. & Treas. Geo. M. Place, Gloversville, N. Y.; Supt. Julian DuBois.

Directors.—J. Ledlie Hees, Fonda; G. Levor, Geo. M. Place, S. H. Shotwell, Erastus Darling, Z. B. Whitney, A. J. Zimmer, all of Gloversville, N. Y.; Jno. G. Ferries, Jas. I. Younglove, Jas. Stewart, Johnstown, N. Y.; William Harris, Northville, N. Y.; John I. Beggs, Milwaukee, Wis.

General Office, 98 E. Main St., Amsterdam, N. Y.

Date of information, Feb., 1901. z

Amsterdam-Hageman Traction Co.—Incorporated May 24, 1900, to construct an electric railway from Amsterdam to Hageman, about 5 miles. Construction work has not yet been commenced.

Capital Stock, authorized $100,000.

Directors.—Wm. K. Archbold, Robert R. Reid, N. Y. City; Paul T. Brady, Robert E. Drake, Simon B. Storer, Syracuse; J. G. Kaelber, Rochester; W. B. Dunlap, Lewis E. Harrower, Amsterdam; Wm. H. Cornell Buffalo.

Date of information, July, 1900. b

ANDERSON, IND.

Population in 1880, 4,126, in 1890, 10,741, in 1900 (local estimates), 25,000.

Union Traction Co. of Indiana.—This company is a consolidation, on June 28, 1899, of the Union Traction Co. of Anderson, the Citizens Street Railway of Muncie, the Marion City Railway of Marion and the Elwood Electric Street Railway of Elwood. Annual meeting, second Tuesday in Mar. The new company commenced operation of these consolidated properties July 1, 1899, and it also has in operation an interurban line from Anderson, via Alexandria to Marion and another from Alexandria west to Elwood, and has under construction lines from Anderson to Muncie, and from Anderson to Indianapolis. In Dec., 1900, a central power station, with storage batteries at Anderson, operating on the three-phase system, with sub-stations each having storage batteries, was nearly completed.

Capital Stock, authorized and issued, $4,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $3,940,000, in escrow (see note), $800,000; in treasury, $260,000; dated July 1, 1899, due 1919; denom. $1000; int. payable at office of City Trust Co. of New York, trustee of mortgage.

The Anderson Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds outstanding, $150,000; int. payable June and Dec. at the office of Guarantee Trust and Safe Deposit Co., of Phila., Pa., trustee of mortgage.

The Citizens' St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $250,000, issued, $244,000; coupon, but may be registered; dated Dec, 1, 1897, due 1927; denom. $1,000; int. payable at office of the Guarantee Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

The Marion City Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, $400,000; dated May 1, 1895 due, 1915; denom. $1000; int. payable May and Nov. at office of National Broadway Bank, New York; trustee of mortgage, Mr. Francis A. Palmer.

Note.—$800,000 of the first mortgage bonds of the Union Traction Co. of Indiana are held in escrow to retire the bonds of the constituent companies at maturity as stated above, and $260,000 are held for future needs. The Union Traction Co.'s (of Anderson) bonds, $600,000, were cancelled.

Operation.—The following earnings on the 87 miles of road then in operation do not present the full earning capacity of the road, owing to the interruptions to traffic caused by the reconstruction of road bed, power house, etc.

	6 mos. end'g Dec. 31, 1899.	Year end'g June 30, 1900.
Receipts from operation	$222,895	
" " other sources	20,439	
Receipts, total	243,334	$432,615
Operating expenses	112,640	224,768
Earnings from operation	130,694	207,847
Interest	109,820	176,796
Net income	20,874	31,051

Plant and Equipment.—Miles of track (electric), in operation (Jan., 1901), 164; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. rail; 166 cars, of which 67 are motor cars and 99 trail cars; West., Gen. Elec. and Siemens & Halske dynamos and motors, Barney & Smith and St. Louis cars and trucks.

Officers.—Pres. Philip Matter, Marion; V. Pres. J. A. Van Osdol, Anderson; Sec. & Gen. Man. Charles L. Henry, Anderson; Treas. Geo. F. McCulloch, Muncie; Asst. Sec. & Treas. William McLean, Jr., Supt. Charles Berry.

Directors.—Philip Matter, J. A. Van Osdol, Geo. F. McCulloch, Wm. C. Sampson, Muncie; Randal Morgan, Philadelphia; Frederick Strauss, New York; Charles L. Henry.

General Office, Anderson, Ind.

References.—Anderson Electric Street Ry. Co., operating detail (brief), Vol. XII, June, '96, p. 359; description of parks (brief), Vol. XIII, Mar., '97, p. 152; Union Traction Co., description of road, Vol. XIV, Dec., '98, p. 771 (Ill.).

Date of information, Jan., 1901. x

For map of road see page 12.

ANGOLA, IND.

Population, in 1890, 1,840, in 1900 (local estimate), 6,000.

Goshen & Indiana Traction Co.—Chartered Sept. 5, 1899, to construct an electric railway extending from the city of Goshen to Angola, through La Grange, Lima, Brighton, Orland and Nevada Mills. The company owns its own rights of way independent of highways, and also has all city and town franchises. In Feb., 1901, construction work had not commenced.

Capital Stock, authorized, $200,000, issued, $110,000.

Proposed Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 16 cars of which 10 are motor cars and 6 trail cars, 600 h. p. Station Plant.

Officers.—Pres. F. S. Roby, V. Pres. & Gen. Man. W. W. Hatch, Sec. J. F. Schumann, Treas. & Elecn. T. M. Hatch, Ch.Engr. C. A. Shackford.

Directors.—F. S. Roby, M. E. Griswold, S. A. Wood, W. W Hatch, J. F. Schumann.

General Office, Angola, Ind.

Date of information, Feb., 1901. z

ANNISTON, ALA.

Population in 1880, 942, in 1890, 9,998, in 1900, 9,695.

The Anniston Electric & Gas Co.—Chartered Nov. 3, 1899. Annual meeting third Tuesday in October. This company is a consolidation of the Anniston Electric Co., which was the successor to the Anniston Street Ry. Co., with the Oxford Lake Line and the Anniston Gas & Light Co. Operation of the consolidated railway, electric lighting and gas properties was commenced on Dec. 1, 1899.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p c. gold coupon bonds, authorized, $300,000, issued, $222,000, held in escrow, $78,000; dated Dec. 1, 1899, due 1929; denom. $100 and $500; int. payable June and Dec. at the office of the Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

Bonds held in escrow may be issued for improvements.

Plant and Equipment.—Miles of track (electric), 9.25; gauge 4 ft. 8½ in.; 35 lb. to 50 lb. T rail; 15 motor cars; Gen. Elec. motors, 450 h. p. Station Plant, Stephenson cars, Lorain Steel Co. trucks.

Officers.—Pres. H. C. Lewis, Sec. & Treas. H. M. Francis, Gen. Man. & Supt. Howard W. Sexton.

Directors.—H. M. Francis, Schenectady, N. Y.; Charles T. Hughes.

General Office, Anniston, Ala. New Jersey Office, 60 Grand St., Jersey City.

Date of information, Dec., 1900. z

ANOKA, MINN.

Population in 1880, 2,706, in 1890, 4,252, in 1900, 5,928.

Anoka Street Railway Co.—The franchises, equipment, etc., of this company have been leased to the city for 5 years from 1898.

Plant and Equipment.—Miles of track, 3; 6 horses; 3 horse cars.

Date of information, Feb., 1901. z

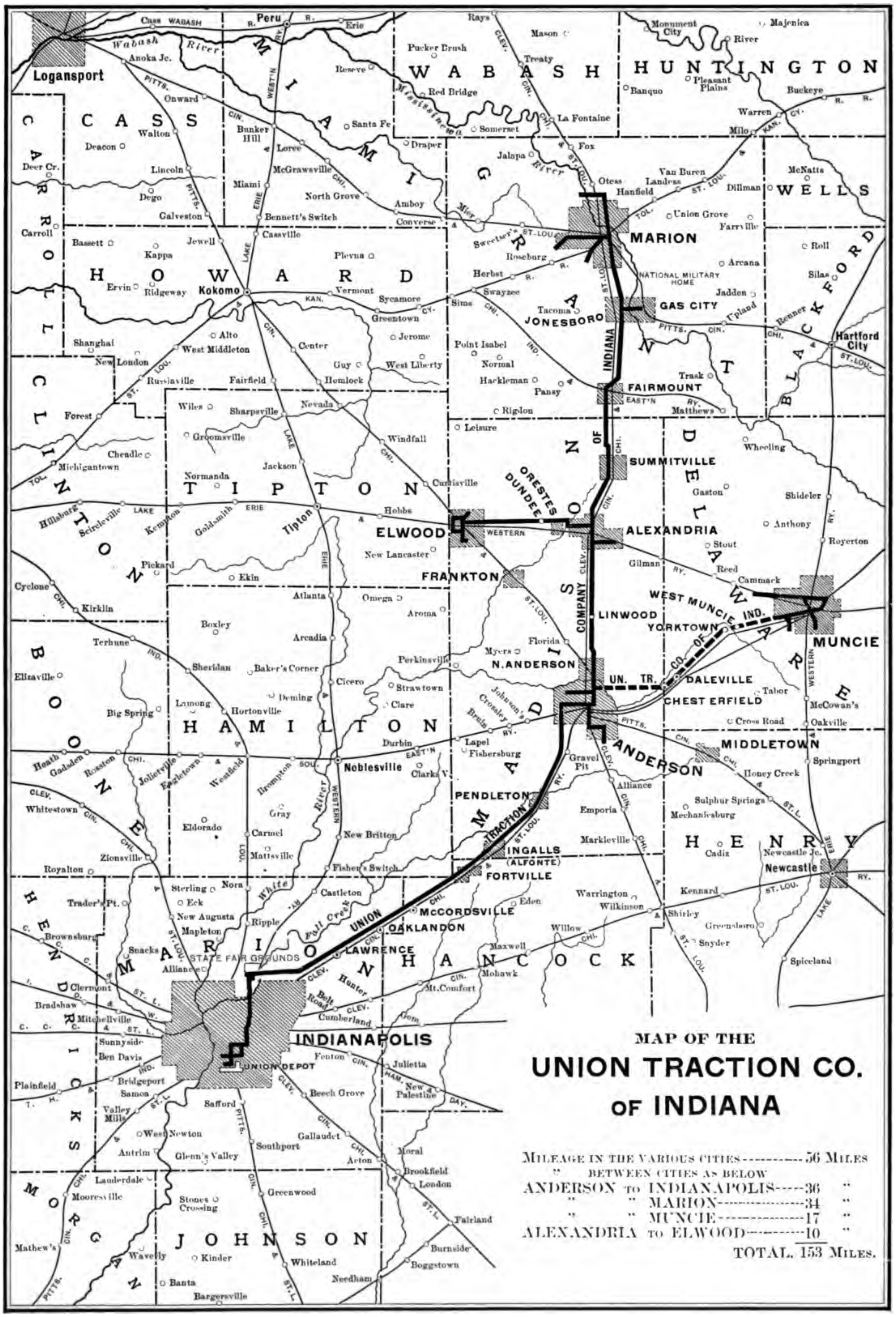
APPLETON, WIS.

Population in 1880, 8,005, in 1890, 11,869, in 1900, 15,085.

Appleton Electric Light & Power Co.—This company is the successor to the Appleton Edison Electric Co., which was sold Feb., 1896, under foreclosure of mortgage. In Jan., 1900, this property was purchased by the Fox River Electric Ry. & Power Co., of Green Bay, Wis.

Capital Stock, $50,000.

Funded Debt, $135,000 (including funded debt of lighting plant).



MAP OF THE

UNION TRACTION CO.

OF INDIANA

MILEAGE IN THE VARIOUS CITIES------------56 MILES
" BETWEEN CITIES AS BELOW
ANDERSON TO INDIANAPOLIS-----36 "
" " MARION------------------34 "
" " MUNCIE-----------------17 "
ALEXANDRIA TO ELWOOD----------10 "
TOTAL. 153 MILES.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

Officers.—Pres. John I. Beggs, Milwaukee, Wis.; Sec. & Treas. Henry D. Smith; Supt. F. G. Kurz.

General Office, College Ave.

Date of information, Jan., 1901. z

Fox River Valley Electric Railway Co.—In Jan., 1900, this property was purchased by the Fox River Electric Ry. & Power Co., of Green Bay, Wis.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 cars. of which 4 are motor cars and 4 trail cars.

Officers.—Pres. Henry C. Payne, Milwaukee, Wis.; V. Pres. E. W. Collister, Cleveland, O.; Sec. & Treas. Henry D. Smith, Gen. Man. W. H. Holcomb.

General Office, Appleton, Wis.

Date of information, Jan., 1901. x

ASBURY PARK, N. J.

Resident population, about 5,000.

Atlantic Coast Electric Railroad Co.—Chartered Apr. 11, 1895, for 999 years. Annual meeting in Apr. This company leases the property of the Seashore Electric Ry. Co., of Asbury Park, and owns the entire capital stock of the West End & Long Branch Ry. Co., the Asbury Park & Sea Girt Electric R. R. Co., and the Atlantic Coast Electric Light Co., and $150,000 of the stock of the Seashore Electric Ry. Co.

Capital Stock, authorized and issued, $1,500,000, par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $800,000, in escrow (see Note), $200,000; dated 1895, due May 1, 1945; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

General mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $460,000; dated 1896, due 1946; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Atlantic Coast Electric Light Co.'s first mortgage, outstanding, $237,000; dated June 1, 1896, due June 1, 1945; int. payable at office of the State Trust Co., of N. Y., trustee of mortgage.

Note.—Treasury bonds may be issued for extensions only; $200,000 of the first mortgage bonds are held in escrow to retire a like amount of the bonds of the Seashore Electric Ry. Co.

Operation.—Year ending Dec. 31,	1897.	1898.	1899.
Receipts from passengers		$170,738	$190,804
" other sources		60,028	67,541
" total	$210,483	230,766	258,345
Operating expenses	97,790	67,903	169,838
Earnings from operation	112,693	162,863	88,507

Plant and Equipment.—Miles of track (electric), 26.5; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder rail; 70 cars, of which 45 are motor cars and 25 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. G. B. M. Harvey, Sec. & Treas. A. C. Twining, Gen. Man. Pur. Agt. & Elecn. S. F. Hazelrigg.

Directors.—G. B. M. Harvey, John P. O'Brien, George F. Kroehl, A. C. Twining, L. T. Fell, Henry W. Poor, H. H. Rogers, D. O'Day, A. D. Chandler.

Reference.—Description of road Vol. XII, Sept., '96, p. 505 (ill).

Date of information, Mar., 1901. b

Seashore Electric Railway Co.—Chartered 1887. In 1896 this property was leased for 50 years to the Atlantic Coast Electric R. R. Co., which owns $150,000 of the capital stock.

Capital Stock, authorized and issued, $200,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated 1892, due 1917, but subject to call at 105 and int. in 1897; int. payable Jan. and July, at First Nat'l Bank, of Asbury Park.

Date of information, Dec., 1900. z

ASHEVILLE, N. C.

Population in 1880, 2,616, in 1890, 10,235, in 1900, 15,000.

Asheville Electric Co. This company was organized in 1900 to consolidate the street railways with the electric lighting and power companies in Asheville.

Details of organization have not yet been announced.

Officers.—Pres. James H. Cutler, Sec. H. W. Plummer, Gen. Supt. G. E. Claflin.

General Office, Asheville, N. C.

Date of information, Dec., 1900. x

Asheville Street Railroad Co.—This is a consolidation of the Asheville Street Ry. Co. and the Asheville Light & Power Co. On Nov. 23, 1898, this company was placed in the hands of a receiver. In Sept., 1900, this company was consolidated into the Asheville Electric Co.

Capital Stock.—Common stock, issued, $100,000.

6 p. c. cumulative preferred stock, issued, $200,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $50,000, issued, $26,500, dated July 1, 1888, due 1918; int. payable Jan. and July, at Atlantic Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, $73,500; dated July 1, 1893, due 1903; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. center-bearing and T rail; 15 cars, of which 14 are motor cars and 1 trail car; 225 h. p. Armington & Sims engines, Gen. Elec. dynamos and motors, Gilbert cars.

Officers.—Pres. J. E. Rankin, Supt. Geo. E. Claflin, Ch. Engr. of Power Station C. A. Smith.

References.—Receivership, Vol. XI, Mar., '95, p. 183.

Date of information, Dec., 1900. x

Intermontane Railroad Co.—This is the successor to the Asheville Loan, Construction & Improvement Co., whose property was sold under foreclosure of mortgage. In Sept., 1900, this company was consolidated into the Asheville Electric Co.

Capital Stock, $20,000.

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 3 motor cars; Gen. Elec. dynamos and motors; power rented.

Officers.—Pres. James H. Cutler, Sec. H. W. Plummer, Supt. Geo. E. Claflin,

Date of information, Dec., 1900. x

Asheville & Biltmore Street Railway & Transportation Co.—This company is the successor by purchase to the West Asheville & Sulphur Springs Railway Co. In Sept., 1900, this company was consolidated into the Asheville Electric Co.

Capital Stock, authorized, $100,000, paid in, $25,000.

Funded Debt, $35,000 outstanding; 6 p. c. int.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 6 are motor cars and 1 trail car; Atlas engines, West dynamos, Gen. Elec. motors, Ellis and Stephenson cars, Stilwell-Bierce & Smith-Vaile turbines, Bemis and Brill trucks, rent power.

Officers.—Pres. & Gen. Man. James H. Cutler, Sec. H. W. Plummer, Supt. Geo. E. Claflin.

General Office, Maxwelton Bldg., Asheville, N. C.

Date of information, Dec., 1900. x

Asheville & Weaverville Electric Railway & Power Co.—This company has commenced construction work on an electric railway connecting Asheville and Weaverville, to carry passengers and freight. Expected to be in operation Feb., 1901. In Sept., 1900, this company was consolidated into the Asheville Electric Co.

Capital Stock, authorized and issued, $80,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $80,000.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars and 8 freight cars; 450 h. p. station plant; water power.

Officers.—Pres. D. J. Barnes, Sec. & Treas. O. D. Revell, Gen. Man. Geo. E. Claflin.

Directors.—D. J. Barnes, J. R. Baird, Jno. M. Ramsey, O. D. Revell, Asheville; J. B. Lotspeich, E. F. Van Diver, W. E. Weaver, Weaverville.

General Office, Asheville, N. C.

Date of information, Dec., 1900. d

ASHLAND, KY.

Population of Ashland and Catlettsburg in 1880, 4,505, in 1890, 5,569, in 1900 (local estimates), 12,500.

Ohio Valley Electric Railway Co.—(For latest report of this property see Camden Interstate Ry. Co., Huntington, W. Va.) This company is the consolidation in Apr., 1900, of the Ashland & Catlettsburg St. Ry. Co., the Huntington (W. Va.) Consolidated Light & Ry. Co. and the Ironton (Ohio) Electric Light & Ry. Co., and is now constructing an extension from Huntington to Catlettsburg, making an interuban line which connects these cities.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—Consolidated Light & Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Aug. 27, 1893, due, 1923; denom, $1,000; int. payable Feb. & Aug., at First National Bank of Huntington; trustee of mortgage, Campbell & Holt.

Second mortgage 8 p. c. gold coupon bonds, authorized, $30,000, issued, $24,000 (see Note), in treasury Jan. 1, 1900, $21,000; dated Jan. 1, 1894, due, 1904; denom. $50; int. payable Jan. and July, at First National Bank, of Huntington; trustee of mortgage, Thomas A. Wyatt.

NOTE.—$15,000 of second mortgage bonds have been redeemed and $9,000 only is now outstanding.

PLANT AND EQUIPMENT.—Miles of track (electric), 27, (horse) 2; gauge, 4 ft. 8½ in.; 60 and 70 lb. T rail; 44 motor cars, 6 trail cars; 3 West. generators, 1125 K. W.; 1800 H. P. Buckeye engine; Brill, Laclede, Jones and Stephenson cars.

OFFICERS.—Pres. T. J. Bryan, Sec. & Treas. L. Vinson, Audr. Charles Nash, Gen. Man. W. W. Magoon, Gen. Supt. & Pur. Agt. H. Wellman.

GENERAL OFFICES, Ashland, Ky. and Huntington, W. Va.

POWER STATION, Ashland.

Date of information, Jan., 1901. x

Ashland & Catlettsburg Street Railway Co.—Chartered Mar. 19, 1873, in perpetuity. Municipal franchise granted in 1889, in perpetuity. Annual meeting, first Thursday in May. In Apr., 1900, this company was consolidated with the Huntington (W. Va.) Consolidated Light & Ry. Co. and the Ironton (Ohio) Electric Light & Ry. Co., forming the Ohio Valley Electric Ry. Co.

Date of information, Feb., 1901. z

ASHLAND, WIS.

Population in 1880, 951, in 1890, 9,956, in 1900 (local estimates), 12,690.

Ashland Light, Power & Street Railway Co.—Chartered Feb., 1896, as a successor to the Ashland Lighting & Street Ry. Co., which was sold under foreclosure of mortgage.

CAPITAL STOCK, authorized, $300,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $150,000, issued $110,000; dated Jan. 2, 1896; due 1916; denom. $1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres., Gen. Man. and Pur. Agt. G. W. Harrison, Sec. and Treas. G. F. Merrill, Elecn. M. H. Juhl.

REFERENCES.—Description ot road, Vol. X, Feb., '94, p. 81 (ill.).

Date of information, Feb., 1901. z

ASHTABULA, O.

Population in 1880, 4,445, in 1890, 8,338, in 1900 (local estimates), 12,240.

Ashtabula Rapid Transit Co.—Chartered Oct. 7, 1890.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. Johnson girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; Buckeye and Russell engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill cars. .

OFFICERS.—Pres. F. B. Wagner, V. Pres. F. J. Wettach, Sec. and Treas. E. W. Savage, Supt. E. R. McDowell.

DIRECTORS.—F. B. Wagner, F. J. Wettach, D. B. Wick, George B. Raser, E. W. Savage.

Date of information, Dec., 1900. z

NEW CORPORATION.

The Pennsylvania & Ohio Railway Co.—Chartered Mar., 1898, in perpetuity; municipal franchise granted Apr., 1898, for fifty years. Annual meeting second Tuesday in Feb. This road is now under construction and is to run westward from Conneaut to Ashtabula, Painesville and Geneva, to connect there with the Cleveland, Painesville and Eastern Ry.

CAPITAL STOCK, authorized, $600,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $600,000, issued, $450,000; dated 1901, due 1921; denom. $500; int. payable June and Dec., at the office of the Savings & Trust Co. of Cleveland, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 14; gauge, 4 ft. 8½ in., 70 lb. rail; 1,250 H. P. station plant.

OFFICERS.—Pres. Thomas Fricker, V. Pres. W. F. Stanley, Sec. F. Fortune, Treas. B. A. Baldwin.

DIRECTORS.—Thomas Fricker, W. F. Stanley, E. L. Hills, B. A. Baldwin, F. Fortune, C. Lawyer.

GENERAL OFFICE, Ashtabula, O.

Date of information, Jan., 1901. z

ASTORIA, ORE.

Population in 1880, 2,803, in 1890, 6,184, in 1900 (local estimates). 14,000.

Astoria Railway Co.—Chartered Nov., 1887. This property was placed in the hands of C. A. Coolidge as receiver on Dec. 18, 1899, and was sold July 2, 1900, to George C. Hollister, of New York. It is proposed by reorganized company to build new power house, two miles of extensions, and secure new equipment without delay.

CAPITAL STOCK (of old company), authorized, $200,000, issued, $55,000.

FUNDED DEBT (of old company).—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May, 1892, due May, 1912; int. payable May and Nov. at office of Security Savings & Trust Co., of Portland, Ore., trustee of mortgage.

NOTE.—Of the first mortgage bonds one bond must be called annually at par from 1899 to 1906, three bonds annually from 1907 to 1909, and four bonds annually in 1910 and 1911.

PRESENT PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 3 ft. 6 in.; 30 lb. T rail; 8 cars, of which 5 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brownell cars.

OFFICERS.—Supt. C. A. Coolidge, Ch. Engr. J. M. Hodgson.

REFERENCES.—Short description of road, Vol. IX, May, '93, p. 317.

Date of information, Jan., 1901. z

ATCHISON, KAN.

Population in 1880, 15,105, in 1890, 13,963, in 1900 (local estimates), 17,000.

Atchison Railway, Light & Power Co.—Chartered July, 1895, as the successor to the Atchison Railway, Electric Light & Power Co. This company controls the entire electric railway, electric lighting and gas systems of Atchison, and the capital stock and funded debt given below covers the lighting property as well as the electric railway. Municipal franchise granted in 1895 for 21 years. Annual meeting first Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated July 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July at office of Exchange National Bank, of Atchison; trustee of mortgage, Mercantile Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in., 45 lb. T rail; 16 cars, of which 8 are motor cars and 8 trail cars; Sioux City, Corliss, and Hamilton engines, Steel Motor Co. and Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. J. P. Pomeroy, V. Pres. W. P. Waggener, Sec. J. M. Chisham, Treas. C. S. Hetherington, Gen. Man. Supt. & Pur. Agt. J. A. Bendure, Elecn. J. C. Sweeney, Ch. Engr. of Power Station N. J. Burdick.

DIRECTORS.—W. P. Waggener, Geo. Starch, J. P. Pomeroy, J. P. Brown.

GENERAL OFFICE, Atchison, Kan.

REFERENCES.—Description of road (brief), Vol. XI, Jan., '95, p. 46 (ill.); description of parks (brief), Vol. XIII, Mar., '97; p. 150.

Date of information, Jan., 1901. z

ATHENS, GA.

Population in 1880, 6,099, in 1890, 8,627, in 1900 (local estimate), 11,250.

Athens Electric Railway Co.—Chartered Jan. 12, 1895, under new legislative act as the successor to the Athens Ry. Co. Rechartered June, 1895. This company also operates an extensive electric lighting and power plant.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds authorized, $100,000, issued, $93,000; dated July 1, 1896, due 1916; denom. $500: int. payable Jan. and July in Columbus, Ga. and Athens, Ga.; trustee of mortgage Columbus Savings Bank, of Columbus, Ga.

OPERATION.—Year ending Dec. 31,	1898.	1899.	1900.
Receipts from passengers	$	$14,312	$14,451
" " other sources		19,345	23,200
" total	30,680	33,657	37,651
Operating expenses	11,905	12,453	13,925
Earnings from operation	18,775	21,204	13,726

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1899.	1900.
Cost of road and equipment	$170,407	$176,229
" " betterments	6,312	14,407
Accounts receivable	3,720	4,405
Cash	5,211	4,313
Supplies		1,480
Total	$185,750	$200,834

George D.
m. D. Luey.

z

,872.

s organized
dated Street
idation with
ldation until
moved and

r value, $100

gold bonds,
e 1940; cou-
at office of
f mortgage.
ed mortgage
utstanding,
5,000; dated
nom. $1,000;
y and Trust
o., of Balti-

onds, $225,-
ional Bank,
ew York.

nds, author-
925; denom.
e Trust and

d for future
onds of the
an be called
be paid until
c. of bonds
n be called.

	Year ending Dec. 31, 1899.
29	$485,954
68	7,361
97	493,315
41	237,801
56	255,514
14	109,556 15,799
42	130,159
.4	48.2

Dec. 31, 1899.
$4,566,047
179,907
40,773
822
1,777
$4,789,326
$2,000,000
2,250,000
37,457
501,869
$4,789,326

gauge, 4 ft.
il; 161 motor
Gen. Elec.,
rill, L. & F.,

Sec. & Asst.
H. N. Hurt,
wer Station

C. Sanders,
A. E. Thorn-

Second n
issued, $24,0
Jan. 1, 1894,
First Nationa
Wyatt.

Note.—
and $9,000 o

Plant a
gauge, 4 ft. 8
West. genera
clede, Jones

Officers
Charles Nash
Wellman.

General

Power S

Date of i

Ashland
19, 1873, in
petuity. Ann
company was
dated Light
Co., forming

Date of i

Populatic
12,690.

Ashland
Feb., 1896, as
which was so

Capital
$100 per shar

Funded
$150,000, iss
$1,000; int. p
of Boston, Ma

Plant a
8½ in.; 60 lb.
Ide engines,
son cars.

• Officers
Sec. and Trea

Referen

Date of ir

Populatio
12,240.

Ashtabul

Capital

Funded
and issued,
1891, due 191
of Central Tru

Plant a
ft. 8½ in.; 45
are motor ca
Elec. dynamo

Officers.
Treas. E W

Director
B. Raser, E.

Date of i

The Pe
1898, in perpe
years. Annu
under constru
bula, Painesvi
Painesville an

Capital S

Funded
authorized, $
$500; int. pay
Co. of Clevela

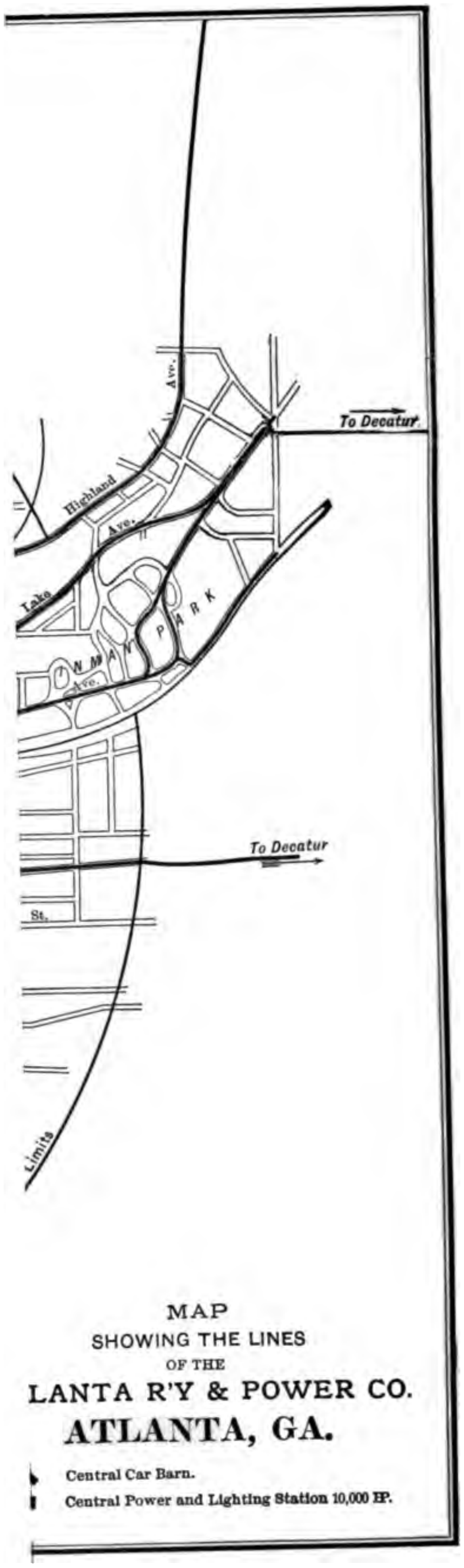
Plant an
under constru
station plant.

Officers.
F. Fortune, T

Director
Baldwin, F. F

General

Date of in



MAP
SHOWING THE LINES
OF THE
LANTA R'Y & POWER CO.
ATLANTA, GA.

LIABILITIES.	1899.	1900.
Capital stock	$ 50,000	$ 50,000
Funded debt	93,000	93,000
Bills and accounts payable	7,231	5,644
Accrued interest	2,790	2,865
Profit and loss (surplus)	32,729	49,325
Total	$185,750	$200,834

PLANT AND EQUIPMENT.—Railway plant: Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T rail; 9 motor cars; Ball engines; Detroit and Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp cars; water power of 900 H. P.

OFFICERS.—Pres. J. Y. Carithers, V. Pres. W. S. Holman, Sec. & Treas. W. T. Bryan, Gen. Man. & Pur. Agt. C. D. Flanigan, Supt. and Elecn. H. M. Hughes.

DIRECTORS.—J. Y. Carithers, W. S. Holman, W. T. Bryan, C. D. Flanigen, A. P. Dearing, J. J. Wilkins.

GENERAL OFFICE, Athens, Ga.

Date of information, Jan., 1901. z

ATHOL, MASS.

Population in 1880, 4,307, in 1890, 6,310, in 1900, 7,061.

Athol & Orange Street Railway Co.—Chartered July 1, 1894.

CAPITAL STOCK, authorized, $74,500, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Jan. 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$37,555	$32,363	$29,339	$29,824	$33,326
" other sources	278	187	120		40
" total	37,833	32,550	29 459		33,366
Operating expenses	23,813	23,569	18,486	19,459	21,929
Earnings from operation	14,020	8,981	10,973	10,365	11,437
Deductions from earnings.					
Interest on funded debt.	3,000	3,000	3,000	3,000	3,000
Int. and discount on unfund'd dbts and loans.	262	197	154	181	136
Taxes	913	75	1,849	90	1,169
Other deductions			495		
Net income	10,406	5,709	5,475	7,094	7,132
Dividends	2,400	4,800	4,800	4,800	4,800
Surplus	8,006	909	675	2,294	2,332
Total surplus	15,039	15,948	16,623	18,917	21,249
Per ct. op.exp.to total recpts.	62.9	72.4	62.7	65.2	65.7

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 4,807	$ 2,777	$ 2,976	$ 4,864	$ 7,255
Transportation expenses.	13,516	13,300	10,963	10,238	11,154
Main. of road and bldgs.	1,962	3,710	2,345	1,790	1,109
" " equipment	3,528	3,781	2,202	2,567	2,411
Total	$23,813	$23,569	$18,486	$19,459	$21,929

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Revenue pass. carried	813,689	660,319	602,227	600,933	682,783
Car miles run	163,797	176,828	114,075	111,338	134,671
Total recpts. per car mile.	$.231	$.184	$.258	$.268	$.247
Oper'g exps. per car mile.	.146	.133	.162	.175	.162

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$126,027	$126,027	$126,832	$127,407	$127,407
Other perm'nt invest.	9,196	9,197	9,179	10,196	10,197
Cash assets	1,816	6,725	6,594	1,314	3,646
Bills and accts rec'ble	8,000			2,000	
Miscellaneous assets	750	1,158	750	750	750
Total	$145,789	$143,106	$143,373	$141,667	$142,000
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	60,000	60,000	60,000	60,000	60,000
Loans and bills payable	10,000	6,000	6,000	2,000	
Int.accrued, not yet due.	750	1,158	750	750	750
Profit and loss (surplus).	15,039	15,948	16,623	18,917	21,250
Total	$145,789	$143,106	$143,373	$141,667	$142,000

PLANT AND EQUIPMENT.—Miles of track (electric), 7.32; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. George D. Bates, Sec. Wm. D. Luey, Treas. Albert N. Ellis, Gen. Man. Wilson D. Smith, Elecn. H. H. Page.

DIRECTORS.—John W. Wheeler, Warren M. King, George D. Bates, Wilson D. Smith, Hollis H. Slate, Arthur F. Tyler, Wm. D. Luey.

GENERAL OFFICE, Athol, Mass.

Date of information, Feb., 1901. z

ATLANTA, GA.

Population in 1880, 37,409, in 1890, 65,533, in 1900, 89,872.

Atlanta Railway & Power Co.—This company was organized on July 1, 1899, as the successor to the Atlanta Consolidated Street Ry. Co. The new company anticipated immediate consolidation with the Atlanta Ry. Co., but litigation prevented this consolidation until by court decision on Feb. 27, 1900, the injunction was removed and negotiations were thereafter completed.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,000,000; dated 1900, due 1940; coupon, but may be registered; denom. $1,000; int. payable at office of Mercantile Trust and Deposit Co., of Baltimore, trustee of mortgage.

Atlanta Consolidated Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued and outstanding, $2,025,000, in treasury, $250,000, in escrow (see Note), $225,000; dated 1899, due July 1, 1939; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of New York Security and Trust Co., of New York; also at Mercantile Trust and Deposit Co., of Baltimore, Md., trustee of mortgage:

Atlanta Street R. R. Co.'s first mortgage 6 p. c. gold bonds, $225,000; dated 1890, due 1930; int. payable at Fourth National Bank, New York; trustee of mortgage, Central Trust Co., of New York.

Atlanta Railway Co.'s first mortgage 5 p. c. gold bonds, authorized $350,000; issued, $300,000; dated Sept. 1, 1895, due 1925; denom. $500; int. payable Mar. and Sept., at office of Baltimore Trust and Guarantee Co., trustee of mortgage.

Note.—Of the $6,000,000 mortgage $100,000 are held for future acquisitions, $2,500,000 are held to retire the $2,500,000 bonds of the Atlanta Consolidated St. Ry. Co.; dated 1899, which can be called in 1904; and mortgage provides that no dividends can be paid until all of the latter have been retired. Sinking fund of 1 p. c. of bonds outstanding begins in 1905, but no bonds of 1900 issue can be called.

Operation.—Year ending	Apr. 30, 1895.	Apr. 30, 1896.	8 months ending Dec. 31, 1896.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.
Rects. passengers	$292,467	$491,379	$256,686	$404,529	$485,954
" other sources	2,378	6,911	4,339	3,868	7,361
" total	294,845	497,290	261,025	408,397	493,315
Operating exps.	169,029	245,201	121,635	222,441	237,801
Earnings operation.	125,816	252,089	139,390	185,956	255,514
Deduc. from earn'gs.					
Interest charges.	92,520	133,201	92,050	119,114	109,556
Taxes	9,708				15,799
Net income	23,588	118,888	47,340	66,842	130,159
P. c. op. exp. to total receipts	57.3	49.5	46.6	54.4	48.2

Balance Sheet.—Dated

ASSETS.	Apr. 30, 1896.	Dec. 31, 1896.	Dec. 31. 1898.	Dec. 31, 1899.
Road and equipment*	$4,385,468	$4,527,728	$4,446,380	$4,566,047
Cash assets	4,828	7,305	232,623	179,907
Material	5,352	4,381	15,066	40,773
Bills and accts. rec'ble.	2,400	4,963	758	822
Miscellaneous	5,520	1,545	715	1,777
Stock and bonds	97,000	100,560		
Total	$4,500,568	$4,646,482	$4,695,542	$4,789,326
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond account	2,250,000	2,250,000	2,250,000	2,250,000
Income bonds	106,000	106,000		
Cancelled bonds		106,000		
Bills and accts. p'ble	144,568	100,882	33,073	37,457
Profit and loss (surp.).		83,600	412,469	501,869
Total	$4,500.568	$4,646,482	$4,695,542	$4,789,326

Plant and Equipment.—Miles of track (electric), 97; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. 60 lb. T and 70 lb. and 90 lb. girder rail; 161 motor cars; Cooper, Corliss and Ranken & Fritsch engines, Gen. Elec., West. and Siemens & Halske dynamos and motors, Brill, L. & F., Pullman and Stephenson cars.

Officers.—Pres. E. Woodruff, V. Pres. T. K. Glenn, Sec. & Asst. Treas. A. J. Chapman, Treas. R. J. Lowry, Gen. Supt. H. N. Hurt, Pur. Agt. W. H. Glenn, Ch. Engr. and Ch. Engr. of Power Station Thos. Elliott.

Directors.—Joel Hurt, R. J. Lowry, S. M. Inman, W. C. Sanders, J. C. Payne, E. Woodruff, C. R. Spence, T. K. Glenn. A. E. Thornton.

General Office, Equitable Bldg., Atlanta, Ga.

References.—Description of road, Vol. X, Feb., '94, p. 120 (ill.); Vol. X, Mar., '94, p. 185 (ill.); Vol. X, Souv., '94, p. 17; annual report, Vol. XII, June, '96, p. 385; annual report, Vol. XV, Apr., '99, p. 244; power plant, Vol. XV, Aug., '99, p. 519; complications, Vol. XV, Aug., '99, p. 541. Sept., '99, p. 600.; Atlanta Ry. Co., description of road, Vol. X, Mar., '94, p. 186; Vol. X, Souv., '94, p. 19; controversy settled, Vol. XVI, Dec. 1, '00, p. 1194; color line drawn, Vol. XVI, June 9, '00, p. 573; consolidations upheld by Supreme Court, Vol. XVI, Apr. 21, '00, p. 403.

Date of information, Feb., 1901. z

For map of road see inset between pages 14 and 15.

Atlanta Railway Co.—Chartered in 1895 as the successor to the Atlanta City Street Ry. Co., and the Atlanta Traction Co., which latter was a consolidation of the Atlanta West End & McPherson Barracks Ry. Co. and the Grant Park Electric Ry. Co. Negotiations for the consolidation of this company with the Atlanta Ry. & Power Co., pending since July 1, 1899, were finally concluded about Mar. 1, 1900 (see report of Atlanta Ry. & Power Co.).

Atlanta Rapid Transit Co.—Chartered as the successor to the Collins Park & Belt Railroad Co., which was chartered Aug. 16, 1889; company organized June 28, 1892. This company constitutes an opposition line to the Atlantic Ry. & Power Co.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $750,000; dated July 2, 1900, due July 1, 1930; denom. $1,000; subject to call at 105 on and after July 1, 1905; int. payable Jan. and July at office of United States Mortgage & Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric, Jan. 1, 1901). 30. gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 16 motor cars; Allis engines, Short dynamos and motors, Brill cars.

Officers.—Pres. Jerome Simmons, Sec. & Treas. H. M. Atkinson;

General Office, Atlanta, Ga.

References.—Description of road, Vol. X, Mar., '94, p. 187 (ill.); Vol. X, Souv., '94, p. 20; receivership, Vol. IX, Aug., '93, p. 557.

Date of information, Nov., 1900. x

For map of road see inset between pages 16 and 17.

Atlanta Electric Railway Co.—The property of this company was formerly operated by the Atlanta Ry. & Power Co., but on Oct. 3, 1900, was sold at foreclosure sale, and, it is stated, has now been taken over to the Atlanta Rapid Transit Co.

Date of information, Nov., 1900. x

ATLANTIC CITY, N. J.

Population in 1880, 5,477, in 1890, 13,055, in 1900, 25,000 and during the Summer season, 150,000.

West Jersey & Seashore R. R. Co. (Electric Railway Division). —This is owned and operated by the Pennsylvania R. R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 9 in.; 60 lb. and 87 lb. T and girder rail; 68 cars, of which 49 are motor cars and 19 trail cars; 1,325 H. P. station plant, A. & S. and Hughes & Phillips engines, Gen. Elec. and West. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Gen. Foreman Wm. Elmer, Jr.

Date of information, Jan., 1901. z

Atlantic City Street Railway Co.—This company has received permission to build and operate its road in the streets of Atlantic City from the city council, but the ordinance is yet before the courts for review as to its legality, and no construction work has been commenced.

OFFICERS.—Pres. L. C. Albertson.

DIRECTORS.—L. C. Albertson, J. J. Gardner, Joseph Thompson, C. L. Cole, C. J. Adams, I. G. Adams.

Date of information, Jan., 1901. z

AUBURN, N. Y.

Population in 1880, 21,924, in 1890, 25,858, in 1900, 30,345.

Auburn City Railway Co.—Chartered Oct. 1, 1886. Annual meeting second Tuesday in Aug. This company owns Lakeside Park of 33 acres on Lake Owasco.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $300,000; dated Nov. 5, 1895, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of The West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.....	$47,256	$58,364	$61,772	$70,482	$76,238
" other sources..	348	1,485	1,000	303	342
" total..........	47,604	59,849	62,772	70,785	76,680
Operating expenses....	31,679	33,669	35,794	39,384	50,003
Earn'gs from operation.	15,925	26,180	26,978	31,401	26,577
Deduct. from earnings.					
Interest on bonds....		16,145	20,806	21,276	20,796
Taxes..............	1,082	2,493	2,364	3,420	3,630
Park expenses.......					787
Surplus..............	14,843	7,542	3,808	6,705	1,364
Total deficit..........	38,571	31,029	27,858	23,265	21,921

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses..............	$ 5,285	$ 6,178	$ 8,038	$10,763
Transportation expenses.........	25,588	26,015	26,157	27,092
Maintenance of way and building.	1,299	864	1,648	7,396
" " equipment........	1,496	2,707	3,541	4,752
Total........................	$33.669	$35,794	$39,384	$50,003

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue passengers carried...	1,189,119	1,255,040	1,778,869	1,547,650
Transfer " " ...				379,599
Car miles run................	406,483	420,985	422,711	436,815
Total receipts per car mile....	$.147	$.149	$.167	$.175
Oper. expenses per car mile...	.083	.085	.093	.114

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...........	$363,737	$444,554	$491,881	$503,016	$506,002
" equipment......	115,887	122,547	123,395	127,894	130,465
Bonds on hand.........	156,000	19,000			
Deposit with Trust Co..	21,000				
Current assets.........			1,772	1,920	1,710
Cash on hand..........	1,084	772	8,273	5,945	4,114
Open accounts..........	3,697	9,581	4,346	2,912	1,732
Material and supplies...	1,142	1,142	1,143		
Commission on bonds..	10,400	28,980			
Profit and loss (deficit)..	38,571	31,029	27,858	23,265	21,921
Total..............	$711,518	$657 606	$658,668	$664,952	$665,944
LIABILITIES.					
Capital stock...........	$250,000	$300,000	$300,000	$300,000	$300,000
Funded debt...........	250,000	300,000	300,000	300,000	300,000
Bills payable...........	187,390	49,475	49,600	52,856	51,400
Other liabilities........		315		911	3,334
Interest on funded debt due and accrued.....		7,025	7,500	7,500	7,500
Accounts payable......	24,128	790	1,568	3,685	3,710
Total	$711,518	$657,606	$658,668	$664,952	$665,944

PLANT AND EQUIPMENT.—Miles of track (electric), 12.9; gauge, 4 ft. 8½ in.; 45 & 60 lb. T 70 & 90 lb. girder rail; 3 horses, 25 cars, of which 20 are motor cars and 5 trail cars; McI., S. & Wetherill engines, Gen. Elec. dynamos and motors, Jones, American & St. Louis cars.

OFFICERS.—Pres. & Gen. Man. C. D. Beebe, V. Pres. C. M. Warner, Sec. & Treas. A. M. Michael, Supt. & Pur. Agt. R. A. Dyer.

DIRECTORS.—C. D. Beebe, C. M. Warner, Wm. Nottingham, H. S. Holden, W. A. Holden, Syracuse; D. A. Smith, Auburn.

GENERAL OFFICE, 36–40 Nottingham Bldg., Syracuse, N. Y.

Date of information, Dec., 1900. z

Auburn Interurban Electric Railroad Co.—Chartered July 25, 1895. Annual meeting second Tuesday in August. This road is now completed from Auburn to Skaneateles.

CAPITAL STOCK, authorized and issued, $250,000; par value, 100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated 1900, due 1930; denom. $1,000; int. payable Jan. and July, at office of North American Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of road constructed Jan. 1, 1901, 7½; cost of road to June 30, 1900, $400,000.

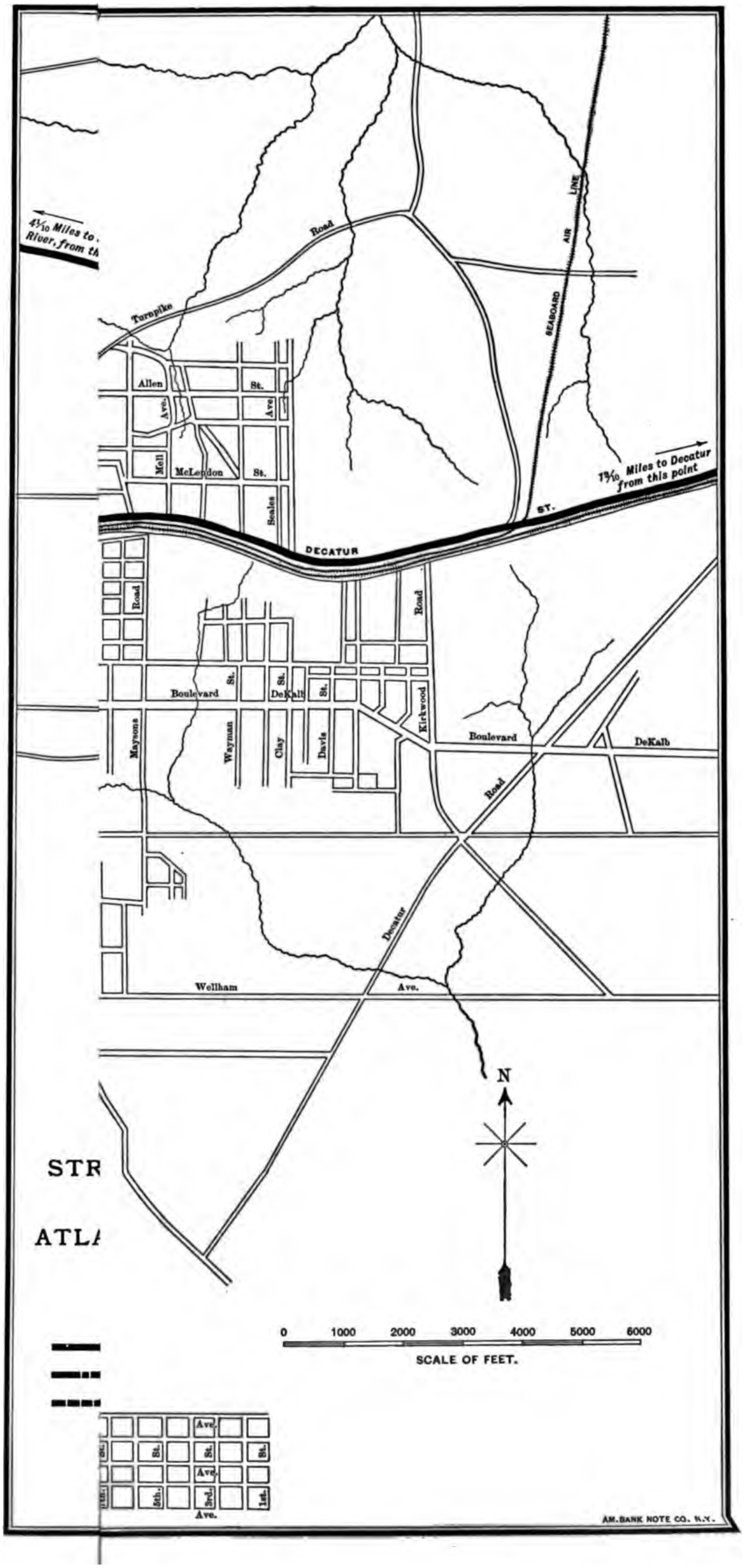
OFFICERS.—Pres. G. B. Leonard, Sec. & Treas. F. T. Pierson, Syracuse, N. Y.

DIRECTORS.—G. B. Leonard, C. D. Beebe, E. I. Edgecomb, F. T. Pierson, Geo. N. Cheney, Syracuse, N. Y.; G. B. Longstreet, G. B. Turner, A. P. Rich, Auburn, N. Y.; L. S. Ebright, Akron, O.

GENERAL OFFICE, Syracuse, N. Y.

Date of information, Jan., 1901. z

Please note date of information at end of each report.


4⁵⁄₁₀ Miles to
River, from th
Turnpike
Road
SEABOARD AIR LINE
Allen
St.
Ave.
Ave.
Mell
McLendon
St.
Scales
1⁹⁄₁₀ Miles to Decatur from this point
ST.
DECATUR
Road
Road
Boulevard
St.
DeKalb
St.
Kirkwood
Boulevard
DeKalb
Maysons
Wayman
Clay
Davis
Road
Decatur
Wellham
Ave.
N
STR
ATL
0
1000
2000
3000
4000
5000
6000
SCALE OF FEET.
Ave.
St.
St.
St.
Ave.
5th.
3rd.
1st.
Ave.
AM. BANK NOTE CO. N.Y.

AUGUSTA, GA.

Population in 1880, 21,891, in 1890, 33,300, in 1900, 39,441.

Augusta Railway & Electric Co.—Chartered June 27, 1896, for 101 years as a consolidation of the Augusta Ry. Co., the Augusta Electric Light & Motor Co. and the Thomson-Houston Electric Co. Annual meeting first Tuesday in July. The Augusta & Summerville R. R. Co. (inc. Mar. 20, 1866) is also a part of this system.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated June 1, 1900, due 1940; denom. $1,000; int. payable June and Dec., at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage. Bonds are subject to call at 105 in ten, twenty or thirty years from date on six months notice. Sinking fund provided of ½ of 1 p. c. per year for fifteen years beginning June 1, 1905; 1 p. c. per year for ten years from 1920, and 2 p. c. per year for last ten years.

Note.—The first mortgage bonds may be called for payment on four weeks' notice, after 1901, at 105 and accrued interest.

Operation.	5 mos. end. Dec. 31, 1897.	Year end. Dec. 31, 1898.	Year end. Dec. 31, 1899.
Receipts from passengers	$90,508	$100,858	$126,140
" other sources	74,379	73,320	76,713
" total	164,887	174,178	202,853
Operating expenses (inc. taxes)	97,692	97,827	114,281
Earnings from operation	67,195	76,351	88,572
Deductions from earnings.			
Interest on bonds	22,026	22,400	22,400
Depreciation	10,742	11,078	
Net income	34,428	42,873	66,172
Dividend paid, 3 p. c.		18,000	
Per cent. op. exp. to total receipts	59.2	56.2	56.3

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.
Cost of road	$1,047,666	$1,063,486	$1,096,748
Cash	3,760	1,204	8,086
Bills and accounts receivable.	17,152	17,307	17,748
Interest account		27,106	19,665
Total	$1,068,578	$1,109,102	$1,142,247
LIABILITIES.			
Capital stock	$ 600,000	$ 600,000	$ 600,000
Funded debt	448,000	448,000	448,000
Bills and accounts payable	7,886	7,247	15,519
Profit and loss (surplus)	12,692	53,855	78,728
Total	$1,068,578	$1,109,102	$1,142,247

Plant and Equipment.—Miles of track (electric), 26.5; gauge, 4 ft. 8 ½ in.; 35 lb. 40 lb. and 58 lb. T and girder rail; 61 cars, of which 44 are motor cars and 17 trail cars; 750 H. P. Corliss and N. Y. Safety Steam Power engines, 2,285 water H. P., Gen. Elec. dynamos and motors, Brill, Laclede and Stephenson cars, Brill and McGuire trucks. Lighting plant: 625 H. P., 1785 arc lamps, 8,000 incandescent lamps.

Officers.—Pres. D. B. Dyer, V. Pres. R. R. Conklin, Audr. & Treas. C. O. Simpson, Gen. Supt. & Elecn. W. E. Moore.

Directors.—D. B. Dyer, R. R. Conklin, C. O. Simpson, G. H. Conklin.

General Office, Dyer Bldg., Augusta, Ga.

References.—Vol. VII, Oct., '91, p. 551 (ill.); Vol. X, Mar., '94, p. 177 (ill.); Vol. X, Souv., '94, p. 32; operating detail, Vol. XIV, Apr., '98, p. 195.

Date of information, Feb., 1901. z

AUGUSTA, ME.

Population in 1880, 8,665, in 1890, 10,521, in 1900, 12,500; Estimated population served by the road, 25,000.

Augusta, Hallowell & Gardiner Railroad Co.—Chartered Mar. 18, 1889, in perpetuity.

Capital Stock, authorized, $150,000, issued, $120,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1890, due 1910; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

Second mortgage 4½ p. c. coupon bonds, authorized and issued, $50,000; dated Jan. 1, 1899, payable $10,000 annually on and after 1906, at option of company; int. payable Jan. and July, at office of Gardiner Loan & Trust Co., of Gardiner, Me., trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$41,117	$40,840	$40,620	$39,770	$38,748
Operating expenses	24,756	22,033	22,072	23,245	27.397
Earnings from operation	16,361	18,807	18,548	16,525	11,351
Deductions from earnings.	1896.	1897.	1898.	1899.	1900.
Interest on bonds	9,000	9,000	9,000	8,625	8,250
Taxes	363	376	388	393	396
Sink'g fund for ins	600				
Net income	6,398	9,431	9,160	7,507	2,705
Dividends paid	4,200	4,800	4,800	4,800	4,800
To surplus account	2,198	4,631	4,360	2,707	*2,095
Total surplus account	20,822	25,453	28,952	31,659	29,564

*Deficit.

OPERATING EXPENSES.

Year ending June 30,

	1896	1897.	1898.	1899.	1900
Maint. way and str'ct	$ 3,613	$ 2,481	$ 3,649	$ 4,245	$ 6,143
" equipment	2,443	3,224	2,864	3,410	3,299
Conducting trans	14,078	12,049	13,169	13,296	15,281
General expenses	4,622	4,279	2,390	2,294	2,674
Total	$24,756	$22,033	$22,072	$23,245	$27,397

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	833,544	823,920	816,115	809,586	788,351
Car miles run	202,577	203,293	201,534	201,019	198,746
Gross rec'ts per car mile	$.203	$.201	$.201	$.197	$.195
Op. ex. per car mile	.123	.108	.109	.115	.138

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$178,813	$182,180	$174,964	$174,964	$174,964
Permanent improv			13,917	17,812	21,542
Cash and current assets.	8,872	9,645	8,768	6,558	7,145
Materials and supplies	5,170	4,469	5,499	5,213	4,875
Profit and loss (deficit)	82,934	79,022	74,664	71,956	73,655
Total	$275,789	$275,316	$277,812	$276,503	$282,181
LIABILITIES.					
Capital stock	$120,000	$120,000	$120,000	$120,000	$120,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Accrued interest	4,515	4,500	4,635	4,200	4,260
Current liabilities	1,274	816	3,177	2,303	7,021
Total	$275,789	$275,316	$277,812	$276,503	$282,181

Plant and Equipment.—Miles of track (electric), 7.4; gauge, 4 ft. 8½ in.; 40 lb. T and 75 lb. girder rail; 16 motor cars; Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Brill and Bemis trucks.

Officers.—Pres. J. Manchester Haynes, Sec. H. G. Staples, Treas. & Gen. Man. Geo. E. Macomber, Gen. Supt. L. F. Taylor, Hallowell.

Directors.—J. Manchester Haynes, Geo. E. Macomber, H. G. Staples, F. S. Thorne, Thomas J. Lynch, George A. Cony, John F. Hill.

General Office.—Augusta, Me. Operating office, Hallowell, Me.

Date of information, Mar., 1901. z

AURORA, ILL.

Population in 1880, 11,273, in 1890, 19,688, in 1900, 23,976.

Aurora Street Railway Co.—Chartered Sept., 1890, for 20 years. Franchises extended to 1916. This company is the successor by purchase to the Aurora City Ry. Co., and operates the Aurora & Geneva St. Ry. and the Aurora, Yorkville & Morris Ry.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage,

Note.—The first mortgage is a first lien on the entire property of the company, including 1,188 shares of the capital stock of the Aurora City Ry. Co., held in escrow.

Operation.—(Including Aurora & Geneva Ry.), year ending Mar. 31,

	1899.	1900.
Gross receipts	$95,067	$103,807
Operating expenses	68,849	68,939
Earnings from operation	26,218	34,878
Interest	15,000	15,000
Taxes	3,366	3,171
Net income	7,852	16,707

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft, 8½ in.; 67 lb. T and girder rail; 25 motor cars; Straight Line engines. Gen. Elec. dynamos, Walker and Gen. Elec. motors, American and Brill cars.

Officers.—Pres. & Treas. R. B. Dodson, (2 Wall St., N.Y. City), V. Pres. H. C. Tinker, Sec. J. Zeller, Gen. Man. & Pur. Agt. D. A. Belden, Ch. Engr. Theo. North.

Date of information, Dec., 1900. z

Aurora & Geneva Railway Co.—This company commenced operation Oct. 24, 1896, and owns a line from Aurora to Geneva, which is controlled by the Aurora St. Ry. Co., which will now be connected with the Elgin City, Carpentersville & Aurora interurban line of Elgin City at Geneva.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. rail. 5 motor cars.

OFFICERS.—Pres. Wm. Fahnestock, Sec. Gen. Man. Supt. & Pur. Agt. D. A. Belden, Treas. R. B. Dodson.

GENERAL OFFICE, Aurora, Ill.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec, '96, p. 753.

Date of information, Dec., 1900. z

AUSTIN, TEX.

Population in 1880, 11,013. in 1890, 14,575, in 1900, 22,300.

Austin Rapid Transit Railway Co.—Chartered Apr. 20, 1890, for 50 years. In Feb., 1897, a receiver was appointed for this property. Operation was suspended Apr. 7, 1900, by breaking of water-dam, and resumed Sept. 8, 1900, with power generated at a new power house, erected by issuing receiver's certificates for $50,000.

CAPITAL STOCK, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $343,000; dated. Sept. 1, 1891, due 1921; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

Receiver's 7 p. c. certificates, $50,000; issued Aug. 10, 1900, payable 1902.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 and 56 lb. T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Receiver I. H. Evans, Pres. F. H. Watriss, V. Pres. & Treas. E. P. Wilmott, Sec. Pur. Agt. Elecn. & Supt. Frank E. Scoville.

REFERENCE.—Description of road (brief), Vol. X, Souv., '94, p. 45.

Date of information, Dec., 1900. z

BABYLON, N. Y.

Population in 1880, 4,739, in 1890, 6,035.

The Babylon Railroad Co.—Chartered Apr. 15, 1871. Annual meeting third Tuesday in Apr. This road has been reorganized and is now operated by the Kinetic motor system.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds authorized, $600,000, issued, $33,000; dated June 1, 1898, due June 1, 1928; denom. $1,000; int. payable June and Dec. at office of Metropolitan Trust Co., N. Y., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.	†1900.
Gross receipts	$ 592	$ 560	$ 300	$ 511	$ 578	$ 689
Operating expenses	390	341	403	1,357	2,307	1,450
Net income	202	219	*103	*846	*1,729	761
Interest				1,262	1,350	1,650
Taxes					54	59
Deficit for year					3,133	2,470
Total deficit				1,262	4,395	3,000

*Deficit.

†Operated from July 1 to Oct. 7, 1899, only.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$12,897	$13,250	$ 40,246	$43,556	$46,107
" equipment	1,100	1,100	10,824	11,101	11,544
Bonds in treasury			123 000		
Cash assets			51	11	405
Profit and loss (deficit)			1,329	1,350	3,000
Total	$13,997	$14,350	$175,450	$56,018	$61,056
LIABILITIES.					
Capital stock	$ 5,600	$ 5,600	$ 25,000	$25,000	$25,000
Funded debt			150,000	27,000	33,000
Accrued interest				450	3,000
Bills and accts. payable	8,397	8,750		4,018	56
Total	$13,997	$14,350	$175,450	$56,018	$61,056

PLANT AND EQUIPMENT.—Miles of track (Kinetic stored steam motors), 1.57; gauge, 4 ft. 8½ in.; 60 lb. T rail; 2 Kinetic motors, 3 trail cars.

OFFICERS.—Pres. Arthur P. Dodge, V. Pres. Washington F. Norton, Sec. & Treas. F. J. Oppenauer, Supt. Wm. C. Dodge, Ch. Engr. Jno. Grimes, Counsel, Chas. L. Easton.

DIRECTORS.—Washington F. Norton, Wm. G. Nicoll, Babylon, N. Y.; Chas. L. Easton, Arthur P. Dodge, Wm. C. Dodge, F. J. Oppenauer, Brooklyn.

GENERAL OFFICE.—Babylon (in summer) and 321 W. 116th St., New York City.

Date of information, Dec., 1900. z

BAKER CITY, ORE.

Population in 1880, 1,258, in 1890, 2,604.

Baker City Railway & Motor Co.—This road is not in operation at present.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 5½ in.; 20 lb. T rail; 6 horses, 2 box cars.

OFFICERS.—Pres. Gen. Man. & Supt. C. L. Palmer, Sec. M. D. Abbott. Treas. L. W. Place.

DIRECTORS.—C. L. Palmer, M. D. Abbott, L. W. Place.

Date of information, Mar., 1900. x

BALLSTON SPA, N. Y.

Population in 1880, 3,011, in 1890, 3,527. In 1900, local estimates place population of Ballston Spa at 6,000.

The Ballston Terminal Railroad Co.—Chartered Mar. 14, 1896, to build an electric railway from Ballston Spa to Middle Grove, N. Y., for the purpose of carrying loaded freight cars between the main line of the Delaware & Hudson Canal Co's. R. R. and the many manufacturing establishments located at Ballston Spa and along the line of the road. Annual meeting first Tuesday in Mar. This company began operation of 9.5 miles of its road, Sept., 1898. On Jan. 29, 1900, Fred'k H. Beach was appointed receiver.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated June 1, 1896; due June 1, 1926; int. payable June and Dec. at office of Atlantic Trust Co., New York City, trustee of mortgage.

OPERATION. -	Sept. 1898 to June 30, 1899.	Jan. 29 to June 30, 1900.
Receipt from passengers	$ 2,712	$ 1,052
" other sources	8,790	10,954
" total	11,502	12,006
Operating expenses	12,000	13,655
Earnings from operation	*498	1,649

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$567 000	$632,981
" equipment	15,000	
Cash	270	204
Collateral securities	16,040	
Prepaid insurance		328
Total	$598,310	$633,513
LIABILITIES.		
Capital stock	$300,000	$300,000
Funded debt	250,000	250,000
Accounts payable	48,310	83,513
Total	$598,310	$633,513

PLANT AND EQUIPMENT.—Miles of track (electric) 9.5; gauge, 4 ft. 8½ in.; 70 lb. rail, 6 motor cars, Corliss engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. & Recv'r F. H. Beach, V. Pres. C. E. McOmber, Sec. & Treas. Geo. A. McOmber, Supt. Jas. H. Norris.

DIRECTORS.—E. A. Ryon, A. N. Chandler, Philadelphia, Pa.; Jas. H. Norris, F. H. Beach, C. E. McOmber, Ballston Spa.; C. E. Cady, Middle Grove; J. H. Noblit, J. E. Lewis, W. S. Dunlap.

GENERAL OFFICE, Ballston Spa.

Date of information, Dec., 1900. b

BALTIMORE, MD.

Population in 1880, 332,313, in 1890, 434,439, in 1900, 508,957.

The United Railways & Electric Co. of Baltimore.—Incorporated Mar. 4, 1899, as a consolidation of the United Railway & Electric Co. of Baltimore, (incorporated Mar. 2, 1899, as a consolidation of the Baltimore City Passenger Ry. Co., and the Baltimore & Northern Electric Ry. Co.), and the Baltimore Consolidated Ry. Co., the Central Ry. Co., the Baltimore, Gardensville & Belair Electric Ry. Co., the Baltimore, Catonsville & Ellicott's Mills Passenger R. R. Co., the Maryland Traction Co., the Baltimore & Curtis Bay Ry. Co., the Gwynn Falls Ry. Co., of Baltimore City, the Shore Line Electric Ry. Co., the Pimlico & Pikesville R. R. Co., and the Walbrook, Gwynn-Oak & Powhatan R. R. Co., being all the street railways in the city of Baltimore and its suburbs. The company also owns all the bonds of the Baltimore, Middle River & Sparrow's Point R. R. Co., and as these bonds are in default it is probable the mortgage will be foreclosed and the road bought in. The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Hartford Turnpike, and the Baltimore & Jerusalem Turnpike.

Capital Stock.—Common stock, authorized, $24,000,000, issued (see note), $15,000,000; in treasury (see note), $9,000,000; par value, $50 per share.

4 p. c. cumulative preferred stock, authorized and issued (see note), $14,000,000, outstanding, $90,306. The holders of this stock have the option of exchanging their shares for new 4 p. c. income mortgage bonds (described below), and this option has been exercised to the amount of $13,909,694.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds, authorized, $38,000,000, issued (see note), $22,393,000, in escrow (see note), $13,505 000, in treasury (see note), $2,102,000; coupon but may be registered; dated, Mar. 6, 1899, due, 1949; denom. $1,000; int. payable Mar. and Sept., at the office of Alexander Brown & Sons, of Baltimore; trustee of mortgage, Continental Trust Co., of Baltimore.

Income mortgage 4 p. c. gold bonds, authorized, $14,000,000; issued $13,909,694, dated Mar. 30, 1899, due Mar. 1, 1949, payable at option of the company after Mar. 1, 1929; denom. $1,000; int. payable June and Dec.; trustee of mortgage Maryland Trust Co., of Baltimore. Holders of the 4 p. c. preferred stock have the option of exchanging their shares for these bonds and in Nov., 1900, it was stated that this privilege had been exercised to the amount issued.

Note.—$18,000,000 of the first consolidated mortgage bonds were issued to complete the purchase of the stock of the Baltimore Consolidated Ry. Co. and the Baltimore City Passenger Ry. Co., and $13,505,000, are held in escrow to retire underlying bonds described below. The $2,102,000, treasury bonds will be reserved for future acquisitions, improvements, etc.

Underlying Securities, Mar. 1, 1900, $13,505,000, as follows :

BALTIMORE CITY PASSENGER RAILWAY SYSTEM.

Baltimore City Pass. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; dated Nov. 2, 1891, due 1911; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics' Bank, of Baltimore; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

Baltimore City Ry. Pass. Co.'s 4½ p. c. gold certificates of indebtedness, authorized and issued, $500,000; dated Nov. 2, 1897, due 1911; denom. $500 and $1,000, int. payable at office of National Mechanics Bank, of Baltimore.

Central Pass. Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, outstanding, $41,000; dated July 1, 1882, due 1912; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Safe Deposit & Trust Co.

Central Pass. Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, $700,000, issued, $659,000, in escrow, to retire first mortgage bonds at maturity, $41,000; dated May 1, 1892, due 1932; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co.

Central Pass. Ry Co.'s first mortgage extension and improvement 5 p. c. gold bonds, authorized and issued, $600,000, dated Mar. 1, 1897, due 1932; denom. $1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

BALTIMORE CONSOLIDATED RAILWAY SYSTEM.

Baltimore Traction Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,500,000; dated Nov. 1, 1889, due 1929; denom., $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

North Baltimore Division's first mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,750,000; dated June 1, 1892, due 1942; denom. 1,000; int. payable June and Dec., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s extension and improvement 6 p. c. gold coupon bonds, authorized and issued, $1,250 000; dated Sept. 1, 1891, due 1901; denom. $1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore, trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s convertible trust 5 p. c. gold bonds, coupon, but may be registered, authorized and issued, $800,000, outstanding, $566,000; dated 1896, due 1901; redeemable after May 1, 1901, at par; int. payable May and Nov. at office of National Mechanics Bank, of Baltimore, trustee of mortgage. Mercantile Trust & Deposit Co., of Baltimore.

City & Suburban Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated June 1, 1892, due 1922; denom. $1,000; int. payable June and Dec., without deductions for taxes, at office of Alex. Brown & Sons, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore. These bonds cannot be redeemed before maturity, and are secured by a mortgage of all property and franchises now owned or which may be hereafter acquired by the company.

Lake Roland Elevated Railway Co.'s first mortgage 5 p. c. consolidated gold bonds, authorized and issued, $1,000,000; coupon, bu, may be registered; dated Sept. 1, 1892, due 1942; denom. $1,000; int, payable Mar. and Sept. at office of Alex. Brown & Sons. The principal and interest of these bonds are unconditionally guaranteed by the City & Suburban Ry. Co.

Baltimore, Catonsville & Ellicott's Mills Passenger Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated July 1, 1896, due 1916; int. payable Jan. and July, at office of the National Mechanics Bank, of Baltimore, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

BALTIMORE & NORTHERN ELECTRIC RAILWAY SYSTEM.

Baltimore & Northern Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,250,000, outstanding, $139,000; dated Nov. 1, 1897,-due 1947; denom. $1,000; trustee of mortgage, Maryland Trust Co., of Baltimore. In May, 1899, $1,111,000 of these bonds were exchanged for bonds of the United Railways & Electric Co.

BALTIMORE, MIDDLE RIVER & SPARROWS POINT ELECTRIC RAILWAY SYSTEM.

Baltimore, Middle River & Sparrows Point Electric Ry. Co.'s 5 p. c. gold coupon bonds, authorized and issued, $300,000, coupon, but may be registered; dated July 1, 1895, due 1925; denom. $1,000. These bonds are in the treasury of the United Railways & Electric Co., and being in default will be foreclosed.

Operation.—The operating report of all the properties now included in the United Railways & Electric Company, the new organization having gone into effect Apr. 1, 1899, is as follows :

Year ending Mar. 31, 1900.

Gross earnings	$4,304,933
Operating expenses, taxes and charges	3,734,887
Surplus from operation	570,046
Surplus from United Light & Power Co. (11 mos.)	82,014
Total earnings	652,060
Interest	560,000
Net income	92,060

Plant and Equipment.—Miles of track (electric), 359; 1,512 cars of which 1,196 are motor cars, 163 trail cars and 153 miscellaneous cars.

Officers.—Pres. Nelson Perin, V. Pres. W. S. Franklin, Sec. & Aud. H. C. McJilton, Treas. B. C. Keck, Gen. Man. W. A. House,

Directors.—Alexander Brown, E. L. Bartlett, Nelson Perin, H. A. Parr, W. S. Franklin, Geo. E. Webb, Geo. C. Jenkins, W. P. Harvey, and Seymour Mandelbaum.

References.—United Railways & Electric Co. Consolidation negotiations Vol. XV, Jan., '99, p. 52; Feb., '99, p. 106; financial statement, Vol. XVI, Apr. 28, '00, p. 414.

Baltimore City Pass. Ry. Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. X, Feb., '94, p. 94 (ill.); Vol. X, Sept., '94, p. 542 (ill.); description of new cable power plants, Vol. IX, Sept., '93, p. 562 (ill.); description of stables, Vol. VI., July, '90, p. 352; increase of stock, Vol. IX, Feb., '93, p. 128; increase of stock and annual reports, Vol. X, July, '94, p. 482; description of cars, Vol. XIV, Dec., '98, p. 898 (ill).; Vol. XV, Mar., '99, p. 189 (ill.).

Baltimore Traction Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. VII, Mar., '91, p. 111 (ill.); (brief), Vol. X, Feb., '94, p. 90; Vol. X, Mar., '94, p. 160 (ill.); increase of bonds, Vol. XI, Feb., '95, p. 124; annual report, Vol. IX, Feb., '93, p. 129; general report, Vol. IX, Dec., '93, p. 843; annual report, Vol. X, Apr., '94, p. 275; description of road (brief) Vol. XII, Oct., '96, p. 607.

City & Suburban Ry. Co.—Description of road, Vol. X, Feb., '94, p. 91 (ill.), description of map, Vol. X, May, '94, p. 288; operating detail, Vol. XII, Aug., '96, p. 489 (ill.).

Lake Roland Elevated Ry. Co.—Description of road, Vol. VIII, Dec., '92, p. 733 (ill); Vol. X, Feb., '94, p. 92 (ill.); increase of bonds, Vol. IX, July, '93, p. 490.

Baltimore & Northern Electric Ry. Co. Description of road, Vol. XIV, Apr., '98, p. 175 (ill.).

Central Pass. Ry. Co. Description of road, Vol. X, Mar., '94, p. 162 (ill.).

Date of information, Feb., 1901. z

BANGOR, ME.

Population in 1880, 16,856, in 1890, 19,103, in 1900, 21,968.

Bangor Street Railway Co.—Chartered Oct., 1889. This property is owned and operated by Public Works Co., which also owns and operates the property formerly owned by the Bangor Electric Light & Power Co., the Penobscot Water & Power Co. and the Brewer Water Co. These properties, with the Bangor Street Ry. Co., were consolidated June 1, 1891, by special legislative authority. The street railway runs in Bangor and to Brewer, a distance of 10.25 miles.

Capital Stock, of Public Works Co., apportioned to railway property, authorized and issued $200,000; par value, $100 per share.

Funded Debt.—First mortgage (street railway company) bonds, authorized and issued, $200,000; dated Aug. 1, 1889, due 1909; int. 6 p. c. on $158,000, payable Feb. and Aug., and 5 p. c. on $42,000, payable Jan. and July; trustee of mortgage, International Trust Co., of Boston

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$58,071	$69,493	$65,291	$63,674	$65,171
Operating expenses	51,354	59,044	54,164	49,099	50,547
Earnings from operation	6,717	10,449	11,127	14,575	14,624
Deductions from earnings.					
Interest on bonds	12,000	12,000	12,000	12,000	10,000
Taxes			787	881	841
Net income	*5,283	*1,551	*1,660	1,694	3,783
Total surplus	*7,827	*9,378	*11,038	*9,344	*5,561
Per cent. operating exp. to total receipts	88.3	85.0	83.0	77.1	77.5

* Deficit.

† 40 p. c. of expense incurred by Public Works Co.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	560,771	1,523,837	1,522,966	1,563,051
Car miles run	409,095	326,197	380,108	389,624
Gross receipts per car mile	$.230	$.200	$.167	$.167
Oper'ing exps per car mile	.196	.166	.129	.140

BALANCE SHEET.—The Public Works Co. assume all liabilities, it being impossible to determine correct data of assets and liabilities of the Bangor St. Ry. separate from the other constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.8; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 28 motor cars; 3 snow plows; Gen. Elec. dynamos and motors, Brill, Jones and Ellis cars.

OFFICERS.—Pres. C. F. Woodard, Sec. Treas. & Gen. Man. J. H. Cutler, Supt. W. H. Snow, Pur. Agt. & Elecn. J. W. Cartwright, Jr., Supt. of Power Station H. S. French.

DIRECTORS.—James H. Cutler, C. F. Woodard, James W. Cartwright, Jr.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1901. z

Bangor, Orono & Oldtown Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $125,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $125,000; dated 1895, due 1915; int. payable semi-annually.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$64,474	$61,251	$46,196	$49,235
" other sources	1,184	2,425	2,987	1,352
" total	65,659	63,676	49,183	50,587
Operating expenses	41,637	56,231	35,668	36,674
Earnings from operation	24,022	7,445	13,515	13,913
Deductions from earnings.				
Interest on funded debt	7,500	7,500	7,500	7,500
Taxes	148	751	870	464
Other deductions	9,828	1,484	5,011	759
Net income	6,546	*2,290	.134	5,190
Dividends paid	12,000	8,000		
To surplus account	*5,454	*10,290	134	5,190
Total surplus	10,552	262	395	5,585

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 5,914	$ 8,908	$ 3,959	$ 3,030
Transportation expenses	25,918	35,262	24,527	24 493
Maint. of roadway and buildings.	3,174	7,402	3,156	4,485
" " equipment	6,629	4,659	4,026	4,666
Total	$41,637	$56,231	$35,668	$36,674

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	1,060,314	1,268,642	1,225,028	943,927	984,700
Car miles run	289,800	395,052	408,570	353,007	337,254
Total rcpts car mile	$.194	$.166	$.156	$.147	$.150
Op. ex. per car mile	.102	.105	.138	.101	.109

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road & equip	$168,000	$220,058	$229,885	$246,383	$246,533
Other perman't invest	14,064	9,828	16,500		
Cash and cur. assets	1,942	472	1,535	658	3,328
Materials and supplies.	3,000	4,205	4,183	1,000	1,000
Profit and loss (deficit).	62,994		14,802	15,623	32,055
Total	$250,000	$234,562	$266,905	$263,664	$282,916
LIABILITIES.					
Capital stock	$125,000	$100,000	$100,000	$100,000	$125,000
Funded debt	125,000	125,000	125,000	125,000	125,000
Loans & bills payable		4,988	41,905	38,664	32,916
Profit and loss (surplus)		4,574			
Total	$250,000	$234,562	$266,905	$263,664	$282,916

PLANT AND EQUIPMENT.—Miles of track (electric), 16.2; 17 motor cars, 2 snow plows, 1 construction car.

OFFICERS.—Pres. & Gen. Man. Elias Milliken, Sec. A. J. Durgin, Treas. John Cassidy, Supt. & Pur. Agt. W. G. Rice.

DIRECTORS.—John Cassidy, Bangor, Me.; A. J. Durgin, Orono, Me.; Mrs. S. G. Milliken, Elias Milliken, M. S. Holway, Augusta, Me.; G. T. Sewell, Oldtown, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1901. b

Bangor, Hampden & Winterport Railway Co.—Chartered in 1897.

CAPITAL STOCK, authorized, $500,000, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $40,000; dated Sept. 15, 1897, due 1917.

OPERATION.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$8,569	$20.609	$24,086
" from other sources	512	1,975	2,731
" total	9,081	22,584	26,817
Operating expenses	8,582	19,535	22,986
Earnings from operation	499	3,049	3,831
Deductions from earnings.			
Interest on funded debt	583	2,000	2,000
Other deductions	13	278	624
To surplus account	* 97	771	1,207
Total surplus acccount		674	1,881

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.
General expenses	$1,714	$ 6.560	$ 9,217
Transportation expenses	5,129	10,404	11,061
Maintenance of roadway and buildings	1,176	1,604	1,783
" " equipments	563	967	925
Total	$8,582	$19,535	$22,986

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.
Passengers carried	161,186	397,560	464,722
Car miles run	70,406	113,630	105,410
Total receipts per car mile	$.129	$.198	$.254
Operating expenses per car mile	.122	.172	.217

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equip	$103,638	$108,994	$109,266
Other permanent invest	3,683	5,610	5,942
Cash and current assets	909	1,233	2,648
Material and supplies	982	1,055	981
Profit and loss (deficit)	97		
Total	$109,409	$116,892	$118,837
LIABILITIES.			
Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	40,000	40,000	40,000
Loans and bills payable	500		
Current liabilities	8,909	15,635	16,373
Accrued liabilities		583	583
Profit and loss (surplus)		674	1,881
Total	$109,409	$116,892	$118,837

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 10, authorized total, 37; gauge, 4 ft. 8½ in.; 10 motor cars, 1 snow plow; 22 motors; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. H. L. Mitchell, (Bangor, Me.); Sec. H. W. Mayo, (Hampden, Me.); Treas. Chas. D. Stanford, (Bangor, Me.); Supt. & Pur. Agt. James H. Green, Bangor.

DIRECTORS.—Henry L. Mitchell, J. Waterman, C. D. Stanford, J. H. Cutler, of Bangor, Me., T. M. Waller, S. H. Wagner, of New Haven, Conn.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1901. z

Penobscot Central Railway Co.—This road extends from Bangor through the villages of Glenburn, Kenduskeag and Corinth to Charleston—about 20 miles—and used the Patton motor system (a gasoline engine generating electricity in the car and connected with storage battery to equalize load on engine), when it commenced operation from Bangor to Charleston on June 8th, 1899. In Feb., 1900, it was officially announced that the road would be changed to the overhead trolley system and be again in operation by Apr. 1, 1900.

CAPITAL STOCK, authorized, $150,000; issued, June, 1899, $78,381.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated July 1, 1898, due 1918, redeemable at 102 after July 1, 1903.

Plant and Equipment.—Miles of track (electric), 26; gauge, 4 ft. 8½ in.; 22 cars, of which 2 are passenger cars and 20 freight cars; 6 motors.

Officers.—Pres. & Gen. Man. F. O. Beal, Treas. F. H. Small, Counsel, E. C. Ryder.

General Office, Bangor, Me.

Date of information, Feb., 1900. z

BARRE, VT.

Population in 1880, 1,025, in 1890, 4,146, in 1900, 8,448.

Barre & Montpelier Traction & Power Co.—Chartered 1896, in perpetuity. Municipal franchise granted 1897 for 30 years. Annual meeting in October. This company began operation in June, 1898.

Capital Stock, authorized, $150,000, issued, $120,000.

Funded Debt.—Debenture 5 p. c. gold bonds, $100,000; dated Dec. 1, 1897, due 1917; denom. $500; trustee of mortgage, American Loan & Trust Co., of Boston.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.

Officers.—Pres. F. C. Kennedy, V. Pres. J. J. Flynn, Sec. H. K. Bush, Treas. F. G. Howland, Supt. F. H. Andrus.

Directors.—F. C. Kennedy, A. O. Humphrey, J. J. Flynn, F. G. Howland, D. M. Miles, W. B. Ferguson, R. A. Hoar, T. J. Deavitt.

General Office, Barre, Vt.

Date of information, Jan., 1901. z

BATON ROUGE, LA.

Population in 1880, 7,197, in 1890, 10,478.

Home Electric Co.

Capital Stock, authorized, $75,000, issued, $5,300.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 48 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, St. Louis cars, American and Filer & Stowell Co. engines.

Officers.—Pres. & Gen. Man. O. B. Steele, V. Pres. Edward Wax, Sec. & Treas. W. J. Knox, Supt. & Elecn. Wm. Hurst.

General Office, Baton Rouge, La.

Date of information, May, 1899. c d

BAY CITY, MICH.

Population in 1880, 20,693, in 1890, 27,839, in 1900, 27,628. Population served in 1900, 45,000.

Bay Cities Consolidated Railway Co.—Chartered Mar., 1893, for 30 years. Annual meeting second Tuesday in Mar. In July, 1899, M. P. Heraty, Philadelphia, and J. C. Weadlock, Bay City, were appointed receivers, and a modern power house was placed in operation Jan. 1, 1901.

Capital Stock, authorized, $1,000,000, issued, $950,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 6 p. c. gold bonds, authorized and issued, $381,000; coupon, but may be registered; dated Mar. 1, 1893, due, 1918; denom. $1,000; int. payable Mar. and Sept., at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 6. p. c. bonds, authorized and issued. $50,000; dated Nov. 21, 1896; int. payable semi-annually at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Receiver's certificates, 6 p. c., $295,000, issued June, 1900, $119,000 of which were used to retire a prior lien.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Receipts from pass...	$84,033	$80,338	$87,181	$87,329	$	$
" other sources	1,051	3,112	1,477	3,223		
" total........	85,084	83,450	88,658	90,552	81,904	87,802
Operating expenses..	60,274	52,011	58,517	60,613	56,135	58,902
Earnings from oper...	24,810	31,439	30,141	29,939	25,769	28,900
Deduct. from earnings.						
Interest on bonds.	22,000	30,000	30,000			
Taxes.	2,600					
Net income..........	210	1,439	141			
P.c. op.exp. to tot. rec.	70.8	62.3	66.0	66.9	68.5	67.1

Plant and Equipment.—Miles of main line, 25, of second track, 5, of sidings, 3, total track (electric), 33; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. T and tram rail; 7 horses, 50 motor cars; 2–500 k. w. Siemens & Halske generators, 2–800 h. p. direct compound Russell engines, Gen. Elec. and West. motors, Brill, American and Stephenson cars, McGuire trucks.

Officers.—Receiver & Pres. M. P. Heraty (Philadelphia); Gen. Man. & Pur. Agt. E. S. Dimmock, Treas. H. H. Norrington, Supt. William Luxton, Elecn. & Ch. Engr. George Parker, Audr. W. W. Dimmock.

Directors.—George E. Shaw, M. P. Herety, M. Hipple, L. Johnson, Philadelphia, Pa.

General Office, Bay City, Mich.

Date of information, Jan., 1901. z

BEATRICE, NEB.

Population in 1880, 2,447, in 1890, 13,836, in 1900, 7,875.

Beatrice Electric Co.—This is the successor to the Beatrice Rapid Transit & Power Co., which was sold under foreclosure of mortgage on July 26, 1895. In July, 1899, Eugene J. Sullivan was appointed receiver of this property.

Capital Stock, $100,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds issued, $60,000; dated 1895, due 1915.

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 38 lb. and 52 lb. girder and T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, Short and West. dynamos and motors, American and St. Louis cars.

Officers.—Receiver & Gen. Man. E. J. Sullivan, Pres. D. W. Merrow, V. Pres. John E. Smith, Sec. Albert S. Maxwell, Treas. Paul W. Horbach.

Directors.—Victor G. Lantry, John E. Smith, Albert S. Maxwell, Paul W. Horbach, E. J. Sullivan.

General Office, 1st National Bank Building.

Date of information, Dec., 1900. z

BEAVER FALLS, PA.

Population in 1880, 5,104, in 1890, 9,724, in 1900, 10,054, population served, 50,000.

Beaver Valley Traction Co.—Chartered June 29, 1891, in perpetuity. Annual meeting first Saturday in Nov. This company is a consolidation, effected Oct. 1, 1900, of the Beaver Valley Street Ry. Co., the Central Electric Street Ry. Co., the People's Electric St. Ry., of Rochester, Pa., the College & Grand View Elec. St. Ry., the Rochester & Monaca Elec. St. Ry. and the Beaver & Vanport Elec. St. Ry.

Capital Stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $425,000, in escrow, $325,000, to retire prior liens, in treasury, $250,000, for future improvements and extensions; dated Oct. 1, 1900, due 1950; denom, $1,000; subject to call at 110 and accrued interest; int. payable at office of Pennsylvania Co. for Insurance on Lives and Annuities, of Philadelphia, trustee of mortgage.

prior liens.

First mortgage 6 p. c. gold coupon bonds, authorized and issued. $150,000; dated Aug. 8, 1891, due July 1, 1911; denom. $1,000; int, payable Jan. and July, at office of Union Trust Co., Pittsburgh, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Oct. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of Union Trust Co., of Pittsburg, Pa., trustee of mortgage.

Operation.—Year ending	Dec. 31,			June 30,	
	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$67,419	$67,264	$66,920	$68,654	$58,107
" other sources.......	1,927	1,291	3,017	2,186	1,362
" total...............	69,346	68,555	69,937	70,840	59,469
Operating expenses..........	38,282	37,979	39,425	42,296	48,015
Earnings from operation.....	31,064	30,576	30,512	28,544	11,454
Deductions from earnings.					
Interest on bonds........	9,000	15,178	16,357	16,346	16,451
" " floating debt.	4,713				
Taxes..................	1,930	2,637	2,739	1,895	3,198
Rentals and tolls........		1,875	1,940		
Insurance..............		721	337		
Dividends..............					6,0co
Net income..................	15,418	10,165	9,139	10,303	*14,195
Total surplus account.......	42,539	52,705	54,933	59,279	45,103
P. c. op. exp. to total receipts.	55.1	55.4	56.3	59.7	80.7

* Deficit.

Balance Sheet.—Dated	Dec. 31,			June 30,	
assets.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$307,014	$314,124	$326,875	$607,084	$612,154
Cash assets............	455	474	2,717	4,433	7,696
Bills receivable.........	16,894	16,724	17,500	17,053	15,788
Dividend No. 1........		6,000			
Investments.					
B. V. S. R. stock......	140,000	140,000	140,000		
Cent. Elec. "	110,000	110,000	110,000		
Real estate and bldgs...	15,557	23,362	31,241		
Total.............	$589,920	$610,684	$628,333	$628,570	$635,638

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	187,000	224,000	250,000	250,000	250.000
Bills payable	57,664	28,706	16,747		
Accounts payable	2,717	5,273	6,653	19,273	40,535
Profit and loss (surplus)	42,539	52,705	54,933	59,297	45,103
Total	$589,920	$610,684	$628,333	$628,570	$635.638

Plant and Equipment.—Miles of track (electric), 17, proposed extensions, 8, total, 25; gauge, 5 ft. 2 in.; 73 lb. and 90 lb. girder rail; 46 motor cars; Buckeye engines, Stirling & Manning boilers, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

Officers.—Pres. John M. Buchanan, V. Pres. Syndey L. Wright, Sec. Wm. P. McConnel, Treas. Walter Bilyeu, Gen. Man.̓ Henry S. Newton, Conslt. Engr. A. H. Engstrom. Elecn. M. H. Tyler, Ch. Engr. of Power Station Hiram Supples.

Directors.—John M. Buchanan, Theodore P. Simpson, H. P. Brown, Sydney L. Wright, W. Fred'k Snyder, Howard S. Graham, Wm. Henry Snyder, Walter T. Bilyeu, Harry W. Reeves.

Philadelphia Office, 508 Walnut St.

General Office, Beaver Falls, Pa.

Power Station, Beaver Falls, Pa.

Date of information, Jan., 1901. z

Beaver & Vanport Electric Street Railway.—Chartered July 1, 1897. This road is an extension of the lines of the Beaver Valley Traction Co., into which it was consolidated Oct. 1, 1900.

Date of information, Jan., 1901. z

College & Grand View Electric Railroad Co.—Charter granted July 1, 1893. Operation began July 31, 1893. This road is an extension of the lines of the Beaver Valley Traction Co., into which it was consolidated Oct. 1, 1900.

Date of information, Jan., 1901. z

Riverview Electric Street Railway Co.—Chartered June 18, 1892. Construction of road was commenced in Aug., 1897, and part of the road was placed in operation Apr. 30, 1898.

Capital Stock, $15,560.

Funded Debt.—None.

Operation.—Year ending June 30,	1898.	1899.	1900.
Gross receipts	$514	$2,714	$3,040
Operating expenses	348	3,722	4,320
Earnings from operation	166	$992	*1,280

* Deficit.

Balance Sheet.—Dated June 30, ASSETS.	1898.	1899.	1900.
Cost of road	$25,986	$36,950	$38,608
" " equipment	2,171	2,229	2,835
Cash	700	154	
Profit and loss (deficit)		841	2,130
Total	$28,857	$40,174	$43,573
LIABILITIES.			
Capital stock	$14,190	$15,360	$15,560
Loans	13,543	24,647	27,137
Accounts payable	958	167	876
Profit and loss (surplus)	166		
Total	$28,857	$40,174	$43,573

Plant and Equipment.—Miles of track (electric), 1.55; 3 motor cars.

Officers.—Pres. E. L. Hutchinson, Sec. F. W. Walker, Treas. F. G. Barker, Gen. Supt. Geo. Cochran.

Directors.—J. W. Kelly, W. H. Emerson, H. F. Barker, F. G. Barker, F. W. Walker, J. D. Perrott, H. F. Dillon, E. L. Hutchinson.

General Office, New Brighton, Pa.

Date of information, Jan., 1901. b

Patterson Heights Street Railway Co.—Chartered July 3, 1895. Annual meeting third Monday in Jan. This company commenced operation on Jan. 19, 1896. The road is a combined electric and cable incline.

Capital Stock, authorized and issued, $6,000.

Funded Debt.—First mortgage 6 p. c. gold registered bonds, authorized, $6,000, issued, $4,800; dated June 1, 1898; denom. $500; int. payable June and Dec.; at First National Bank, Beaver Falls, Pa.; trustee of mortgage, James M. May.

Operation.—Year ending	June 30, 1897.	 1898.	Dec. 31, 1899.	June 30. 1900.
Total receipts	$1,237	$1,335	$1,270	$1,270
Operating expenses	1,333	1,738	1,122	1,196
Earnings	*96	*403	148	74
Taxes		11	10	16
Interest on bonds		444	250	194
Net income		*858	*111	*136

*Deficit.

Balance Sheet.—Dated ASSETS.	June 30, 1896.	 1897.	 1898.	Dec. 31, 1899.	June 30. 1900.
Cost of road and equip.	$8,216	$9,000	$9,254	$9,254	$9,254
Cash on hand			270	274	69
Profit and loss (deficit)			1,276	1,272	1,477
Total	$8,216	$9,000	$10,800	$10,800	$10,800
LIABILITIES.					
Capital stock	$6,000	$6,000	$6,000	$6,000	$6,000
Funded debt			4,800	4,800	4,800
Loans and accounts payable	2,140	3,000			
Profit and loss(surplus)	76				
Total	$8,216	$9,000	$10,800	$10,800	$10,800

Plant and Equipment.—Miles of track (electric), .45; gauge, 5 ft. 2½ in.; 30 lb. T. rail; 1 motor car; Gen. Elec. motors; Brill cars.

Officers.—Pres. John Reeves, Sec. & Treas. John T. Reeves, Supt. & Elecn. John Whettenberger.

Directors.—John Reeves, Jas. F. Merriman, Henry W. Reeves, H. C. Patterson, C. H. Myers, John T. Reeves.

President's Office, 401 Seventh Ave., Beaver Falls, Pa.

Date of information, Jan., 1901. b

BELLEVILLE, ILL.

Population in 1880, 10,683, in 1890, 15,361, in 1900, 17,484.

St. Louis & Belleville Traction Co.—This company is the consolidation, in Jan. 1900, of the Belleville Electric Ry. Co., the St. Louis & Belleville Electric Ry. Co., and the St. Louis, Belleville & Suburban Ry. Co. The new company own all the lines in Belleville and two double tracked lines (one on private right of way) between East St. Louis and Belleville. In Feb., 1901, this property changed hands, and is to be known as the Belleville & St. Louis R. R. Co.

Capital Stock, authorized and issued, $1,500,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized $1,250,000, issued $1,000,000; in treasury for future extensions $250,000; dated Sept. 1, 1889, due 1919; denom. $1000; subject to call after ten years at 105, int. payable Mar. and Sept. at office of American Trust & Savings Bank of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track, owned 48, leased 6, gauge 4 ft. 8½ in.; 20 motor cars; Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars and trucks.

Officers.—Pres. Geo. J. Kobusch, Sec. & Treas. Edw. Abends, Jr., Supt. A. C. Thompson, Gen. Man. Jno. M. Bramlette.

General Office, Belleville, Ill.

Date of information, Feb., 1901. x

Belleville Electric Railway Co.—In Jan., 1900 this company was merged into the St. Louis & Belleville Traction Co.

Date of information, Dec., 1900. x

St. Louis & Belleville Electric Railway Co.—Chartered 1897, for 50 years. In Jan., 1900, this company was merged with the St. Louis, Belleville & Suburban Ry. under the name of St. Louis & Belleville Traction Co.

Date of information, Dec., 1900. x

Belleville & St. Louis Railroad Co. See opening paragraph of St. Louis & Belleville Traction Co.

Date of information, Feb., 1901. x

BELLEVILLE, ONT.

Population in 1891, 9,914, in 1900 (local estimates), 10,300.

The Belleville Traction Co. (Ltd.)—Chartered to build an electric railway in Belleville.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 2; 65 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Polson Iron Works engines, Gen. Elec. dynamos and motors, Can. Gen. Elec. cars.

Officers.—Pres. S. A. Lazier, V. Pres. S. S. Lazier, Sec. Treas. & Supt. R. E. Lazier, Ch. Engr. A. Berrage, Elecn. James Deadey.

General Office, Campbell St., Belleville, Ont.

Reference.—Description of road (brief), Vol. XI, Souv., '95, p. 50.

Date of information, Jan, 1901. z

BENNINGTON, VT.

Population, in 1890, 3,971, in 1900, 5,656.

Bennington & Woodford Electric Railroad Co.—Chartered Nov., 1894. This road was placed in the hands of E. D. Bennett as receiver in Apr., 1899, as the result of damage by freshets in Oct., 1898, when operations were suspended. The property was sold at auction in Sept., 1900, to the Bennington & Hoosac Valley Ry. Co. In Jan., 1901, operations had not been resumed.

Date of information, Jan., 1901. x

BERKLEY, VA.

Population in 1890, 3,899, in 1900 (local estimate), 5,800.

The Berkley Street Railway Co.—Chartered Feb., 1888, in perpetuity. Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $75,000, issued, $21,250; par value, $50 per share.

FUNDED DEBT, $15,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 56 lb. and 85 lb. T and girder rail; 8 cars, of which 7 are motor cars and 1 trail car; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. T. H. Synon, Sec. Treas. & Supt. Wm. Tillotson, Ch. Engr. of Power Station, J. H. Norton.

DIRECTORS.—T. H. Synon, H. L. Page, Wm. Tillotson.

PRESIDENT'S OFFICE, 17 Granby St., Norfolk, Va.

Date of information, Feb., 1901. d

BETHLEHEM, PA.

Population, in 1880, 5,193, in 1890, 6,762, in 1900, 7,293.

Bethlehem & Nazareth Passenger Railway Co.—This company is controlled and operated by the Lehigh Valley Traction Co., of Allentown, Pa.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT, authorized, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T. rail; 6 motor cars.

OFFICERS.—Pres. Wilson J. Hartzell, Sec. John E. Kenny, Treas. C. A. Wotts, Supt. G. H. Wotts.

DIRECTORS.—Rob't E. Wright, Samuel Harris, W. J. Hartzell, J. E. Kenny, James Thomas, T. M. Dodson, C. A. Wotts, G. H. Wotts, Jos. J. McKee.

GENERAL OFFICE, Bethlehem, Pa.

Date of information, Feb., 1901. x

BEVERLY, MASS.

Population in 1880, 8,456, in 1890, 10,821, in 1900, 13,884.

Beverly & Danvers Street Railway Co.—This road resumed operation on June 20, 1896. Annual meeting fourth Wednesday in Oct. In Mar., 1901, this company was consolidated with the Lynn & Boston R.R. Co. The capital stock of these companies, being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100 per share.

FUNDED DEBT.—Coupon notes, 6 p. c., authorized and issued, $40,000; dated Dec. 30, 1895, due 1900; denom., $1,000; int. payable June and Dec., at office of Old Colony Trust Co., of Boston, Mass.

OPERATION.—	3⅓ mons ending Sept. 30. 1896.	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.	Year ending Sept. 30, 1900.
Gross receipts	$1,996	$6,312	$6,975	$7,221	$7,679
Operating expenses	1,958	5,441	5,397	4,371	5,074
Earnings from oper'n	38	871	1,578	2,850	2,605
Deductions from earn'gs.					
Int. on funded debt	646	2,440	2,400	2,400	2,400
" " unf'ded debt.		11			
Taxes	44	71	73	128	133
Net deficit	652	1,651	895	*322	*72
Total deficit	4,481	6,092	6,902	6,579	6,507

*Surplus..

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried	144,084	153,597
Car miles run	47,560	52 953
Total receipts per car mile	$.151	$.145
Operating expenses per car mile	.091	.095

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$24,005	$24,065	$24,065	$24,065	$41,996
" " equipment	3,000	3,854	3,854	3,854	3,854
" " land and buildings	2,979	2,979	2,979	2,979	2,979
Cash and current assets	908	806	2,661	1,469	1,757
Miscellaneous assets	17,993	17,983	17,983	18,010	
Profit and loss (deficit)	4,481	6,092	6,902	6,579	6,507
Total	$53,366	$55,780	$58,444	$56,956	$57,093
LIABILITIES.					
Capital stock	$12,000	$12,000	$12,000	$12,000	$12,000
Funded debt	40,000	40,000	40,000	40,000	40,000
Current liabilities	722	3,130	5,797	4,284	4,417
Accrued "	644	650	647	672	676
Total	$53,366	$55,780	$58,444	$56,956	$57,093

PLANT AND EQUIPMENT.—Miles of track (electric), 4.43; gauge 4 ft. 8½ in.; 50 lb. T rail, 2 motor cars.

OFFICERS.—Pres. and Gen. Man. Elwin C. Foster, V. Pres. B. W. Warren, Clerk Edwin L. Stone, Treas. Charles Williams, Supt. Henry C. Page.

DIRECTORS.—J. S. Baker, Beverly, Mass.; Elwin C. Foster, Lynn, Mass.; Bentley W. Warren, Boston; G. A. Tapley, Danvers, Mass.; Charles Williams, Wakefield, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Operating detail, Vol., XIV, Sept. '98, p. 489.

Date of information, Mar., 1901. z

BIDDEFORD, ME.

Population in 1880, 12,651, in 1890, 14,443, in 1900, 16,145.

Biddeford & Saco Railroad Co.—Chartered Feb. 19, 1887, in perpetuity. Annual meeting in July.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $50 per share.

FUNDED DEBT.—New first mortgage 4 p. c. gold bonds, authorized $300,000, issued $150,000; in treasury for betterments, etc., $150,000; dated 1900, due 1940; denom. $1,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$25,461	$26,383	$24 958	$30,656	$31,572
Operating expenses	26,871	20,307	16,731	16,381	20,803
Earnings from operation	*1,410	6,076	8,227	14,275	10,769
Deductions from earnings.					
Interest on bonds	5,400	5,400	5,400	5,400	5,112
" float. debt	146	1,142	1,282	1,114	1,597
Taxes		321	327	533	466
Net income	*6 956	*787	1,218	7,228	3,595
Credits to profit and loss					1,415
Total surplus	*8,015	*8,802	*7,584	* 356	4,654

* Deficit.

OPERATING EXPENSES.

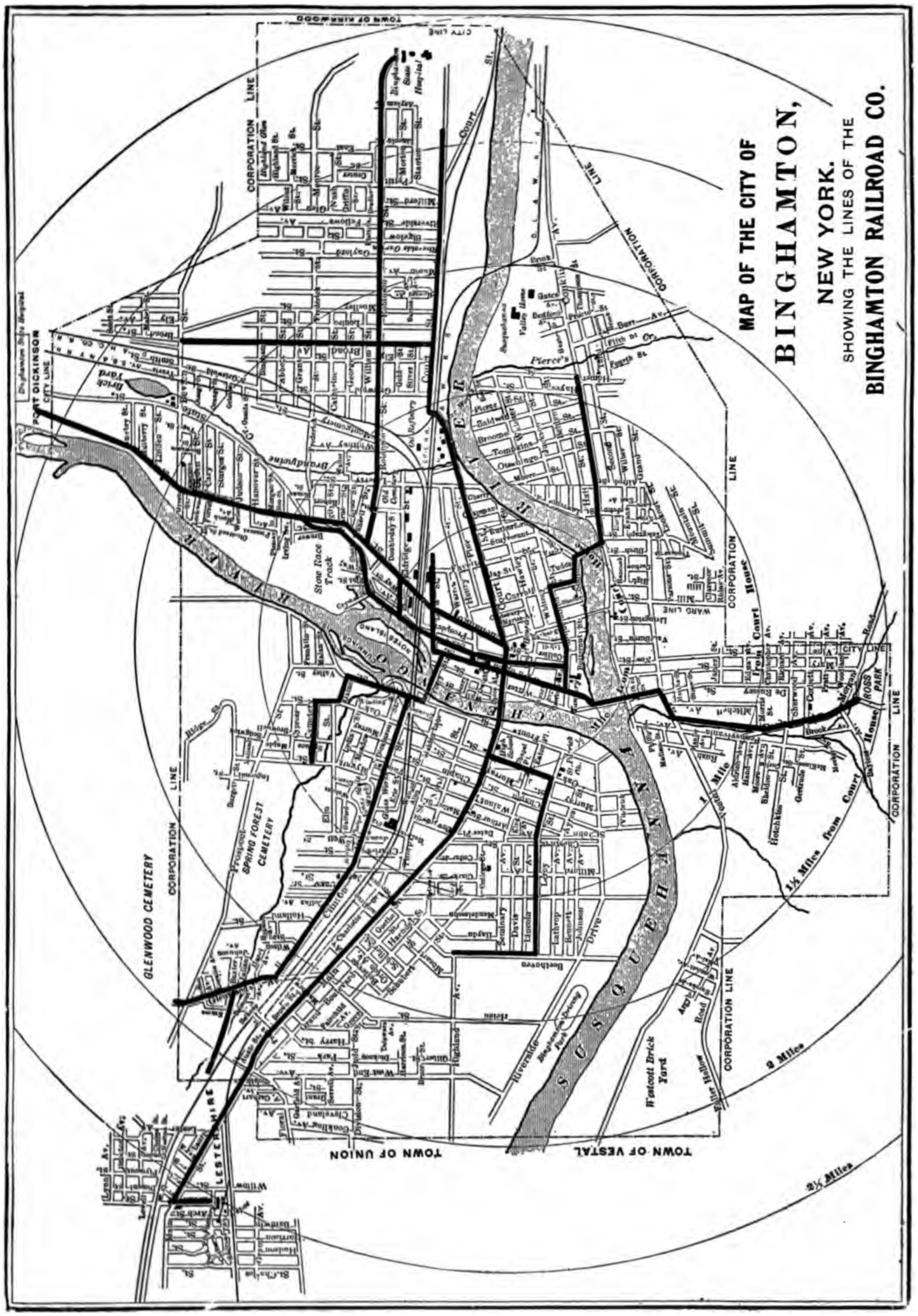
Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Maint. way and structure	$14,056	$ 6,153	$ 1,536	$ 1,848	$ 1,829
" of equipment	540	1,415	2,042	1,039	2,346
Conducting trans.	9,389	9,586	10,595	11,733	13,730
General expenses	2,894	3,153	2,558	1,761	2,898
Total	$26,871	$20,307	$16,731	$16,381	$20,803

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	350,925	365,488	337,860	414,505	442,665
Car miles run	133,364	145,032	136,312	167,480	170,780
Gross receipts per car mile	$.191	$.182	$.183	$.183	$.185
Operating exps. per car mile.	.202	.140	.122	.097	.121

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 67,355	$ 67,355	$ 67,355	$ 67,355	$ 94,010
" equipment	37,643	39,423	39,512	39,509	54,035
Cash assets	11,233	2,660	2,253	3,035	54,188
Sinking fund		12,200	14,000	15,800	
Land and buildings	27,455	27,460	27,460	27,460	33,921
Profit and loss (deficit)	8,014	8,802	7,584	356	
Total	$151,700	$157,900	$158,164	$153,515	$236,154
LIABILITIES.					
Capital stock	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000
Funded debt	90,000	90,000	90,000	90,000	150,000
Other liabilities	21,700	27,900	28,164	23,515	41,500
Profit and loss (surplus)					4,654
Total	$151,700	$157,900	$158,164	$153,515	$236,154



MAP OF THE CITY OF
BINGHAMTON,
NEW YORK.
SHOWING THE LINES OF THE
BINGHAMTON RAILROAD CO.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.03; gauge, 4 ft. 8 ½ in.; 35 lb. T rail; 15 motor cars and 9 trail cars, 2 snow plows and 4 other vehicles; West. engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. Chas. H. Prescott, Sec. & Treas. Eugene F. Lord, Gen. Man. E. A. Newman, Portland; Supt. W. A. Worthing, Ch. Engr. T. W. Greene.

DIRECTORS.—Chas. H. Prescott, Carlos Heard, Biddeford; H. P. Garland, Saco; Wm. G. Davis, Wm. R. Wood, Chas. F. Libby, Ammi Whitney, Wm. A. Wheeler, Joseph S. Ricker.

GENERAL OFFICE, 154 Main St., Biddeford.

Date of information, Feb., 1901. z

BILOXI, MISS.

Population, 6,000.

Biloxi Street Railway Co.—

CAPITAL STOCK, authorized, $20,000, paid in, $7,500.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 5 ft. 2 in.; 30 lb. flat rail; 10 cars, 16 mules.

OFFICERS.—Pres. T. P. Dulion, V. Pres. J. W. Sweatman, Sec. & Treas. C. W. Wachenfeld, Gen. Man. L. Lopez.

GENERAL OFFICE, Biloxi, Miss.

Date of information, Jan., 1901. d

Gulf Coast Electric Railway Co.—This company was organized to construct an electric railway from Biloxi to Gulfport, with a branch to Handsboro.

CAPITAL STOCK.—$100,000.

OFFICERS.—Ch. Engr. & Gen. Man. Albert L. Covel.

GENERAL OFFICE, Biloxi, Miss.

Date of information, Sept., 1900. x

BINGHAMTON, N. Y.

Population in 1880, 17,317, in 1890, 35,005, in 1900, 39,647.

Binghamton Railroad Co.—Chartered March 31, 1894. This is a consolidation of the following companies originally operating in Binghamton:

Binghamton & Port Dickinson Ry. Co.	incorp.	1868
Washington Street & State Asylum R. R. Co.	"	1871
Park Avenue R. R. Co.	"	1882
Washington Street, Asylum & Park R. R. Co.	"	1887
Binghamton Central R. R. Co.	"	1883
City Ry. Co.	"	1883
Court Street & East End R. R. Co.	"	1886
West Side Street Ry. Co.	"	1887
Binghamton Street R. R. Co.	"	1890

This company on Jan. 1, 1896, leased the property of the Binghamton, Lestershire & Union Ry. Co. for 30 years (which also see).

Capital Stock, authorized, $900,000, issued, $422,175; par value, $100 per share.

Funded Debt, direct, $855,000 as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $900,000, issued, $855,000, in escrow (see Note), $45,000; coupon, but may be registered; dated Sept. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of the Atlantic Trust Co., of New York, trustee of mortgage.

The company has also guaranteed the principal and interest on $125,000 of the first mortgage bonds of the Binghamton, Lestershire & Union Ry. Co. (which see for detailed description).

Note.—The mortgage or trust deed, dated Mar. 1, 1893, provided for an ultimate total issue of bonds of $900,000, of which $200,000 were placed in escrow with the trustee, to redeem the $200,000 of old bonds then outstanding on the property originally owned by the Binghamton Street R. R. Co., the issue of bonds being a first mortgage on all of the property of the consolidated lines, except the division originally known as the Binghamton Street R. R.

On June 30, 1900, the trustee had withdrawn from escrow and issued at times stated the following amounts: $45,000, Jan., 1897; $55,000, Jan., 1898; $32,000, Jan., 1899; $23,000, Jan., 1900, the company having complied with the conditions provided in the mortgage, leaving $45,000 now in escrow.

The mortgage expressly provides for the cancellation of $100,000 of bonds at the rate of $5,000 per annum for ten years beginning Mar. 1, 1908, and at the rate of $10,000 per annum for five years beginning Mar. 1, 1918, all bonds required for the sinking fund to be drawn by lot from the bonds outstanding at the time.

Franchises.—In addition to the old and valuable charters originally granted to its constituent companies, the Binghamton R. R. Co. secured, in 1892, franchises practically exclusive and perpetual, that permit street railway operation in the City and in the villages of Port Dickinson and Lestershire.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Gross receipts	$144,592	$151,105	$161,704	$162,925	$176,210
Operating expense	80,855	86,251	87,951	90,744	97,102
Earnings from operation.	63,737	64,854	73,753	72,181	79,108
Deductions from earnings.					
Taxes	3,938	4,590	5,400	5,400	5,700
Interest	35,225	36,225	41,975	45,439	45,462
Rentals		6,327	6,922	6,250	6,250
Net income	24,574	17,712	19,456	15,092	21,696
Total surplus account				95,502	117,198
Per cent. operating exp. to total receipts	56	57	54	55	55

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Cost of road and equipment	$1,217,697	$1,276,221	$1,364,865	$1,382,224	$1,448,132
Cash on hand				15,000	16,644
Current assets	955	15,186	30,752	36,822	23,758
Bills and accts. receivable	29,008	23,273	26,853		1,896
Supplies	3,010	3,818	4,236	3,110	2,568
Total	$1,251,478	$1,318,916	$1,425,580	$1,434,046	$1,492,998
LIABILITIES.					
Capital stock	$ 395,170	$ 395,270	$ 396,370	$ 396,370	$ 442,175
Funded debt	672,000	720,000	800,000	832,000	855,000
Bills payable	98,755	113,076	92,630	82,836	67,453
Accrued interest	3,000	3,000	3,000	3,000	3,000
Accts. payable	16,478	3,783	30,337	24,338	28,172
Profit and loss (surplus)	66,075	83,787	103,243	95,502	117,198
Total	$1,251,478	$1,318,916	$1,425,580	$1,434,046	$1,492,998

Plant and Equipment.—Miles of track (electric), 36.25; gauge, 4 ft. 8½ in.; 35 lb. to 94 lb. T and girder rail; 65 motor and 39 trail cars; Ball & Wood, and McIntosh & Seymour, C. C. engines, Gen. Elec. dynamos and motors, Stephenson and Laclede cars.

Officers.—Pres. G. T. Rogers, V. Pres. J. B. Landfield, Sec. Jos. M. Johnson, Treas. J. B. Rogers, Gen. Man. Supt. & Pur. Agt. J. P. E. Clark, Ch. Engr. of Power Station John H. Cole, Master Mechanic C. D. Brown.

Directors.—G. T. Rogers, J. B. Landfield, C. J. Knapp, F. E. Ross, T. S. Rogers, J. P. E. Clark, Jos. M. Johnson, George E. Green, all of Binghamton.

General Office, Power Station, Binghamton, N. Y.

References.—Description of road, Vol. VIII, Sept., '92, p. 542. Vol. XI., Feb., '95, p. 81 (ill.); annual report, Vol. X, June, '94, p. 411; Vol. X, Sept., '94, p. 600. Description of Ross Park (brief), Vol. XV, May, '99, p. 302.

Date of information, Feb., 1901. z

For map of road see page 24.

Binghamton, Lestershire & Union Railway Co.—Chartered Oct. 16, 1894, and leased to Binghamton R. R. Co. for 30 years from Jan. 1, 1896.

Capital Stock, authorized, $250,000, issued, $123,600.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $125,000; dated Dec. 1, 1895, due 1925; int. payable June and Dec., at office of the Atlantic Trust Co., of New York; trustee of mortgage, Binghamton Trust Co., of Binghamton. The principal and interest of these bonds are guaranteed by the Binghamton R. R. Co.

Officers.—Pres. J. B. Landfield, V. Pres. Sec. J. M. Johnson, Treas. John B. Rogers, Gen. Man. J. P. E. Clark.

Directors.—Jerome B. Landfield, John P. E. Clark, John B. Rogers, Frederick E. Ross, Charles J. Knapp, Theodore S. Rogers, Jos. M. Johnson.

Date of information, Dec., 1900. z

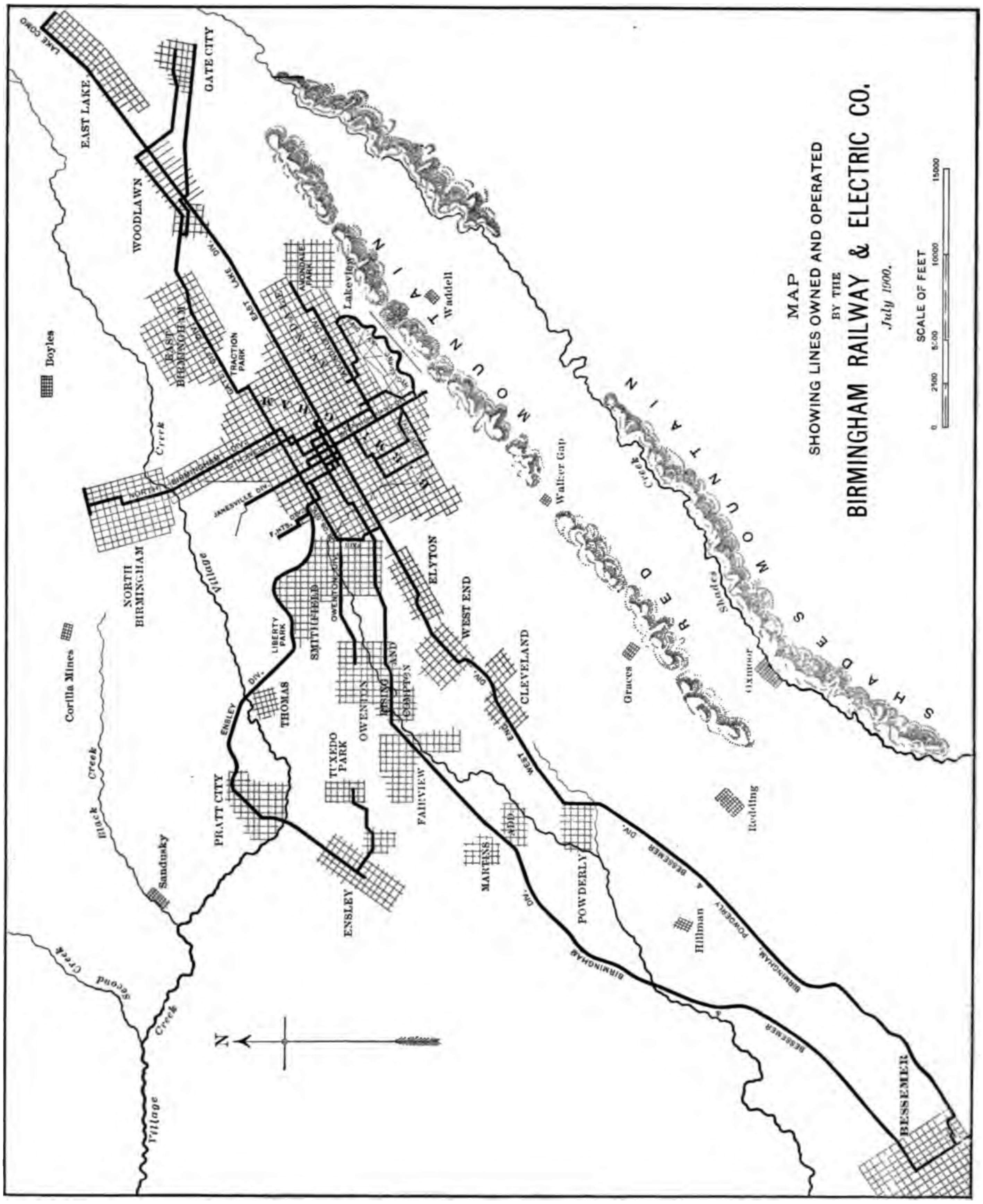
BIRMINGHAM, ALA.

Population in 1880, 3,086, in 1890, 26,187, in 1900, 38,415.

Birmingham Railway, Light & Power Co.—Perpetual charter granted 1899, municipal franchises 1900. Annual meeting second Tuesday in Dec. This company is a consolidation in Oct., 1900, of the Birmingham Ry. & Electric Co. (chartered May 5, 1890), and the Birmingham Traction Co., and their constituent companies.

CAPITAL STOCK, authorized and issued, $1,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $3,500,000, issued, $3,210,000, of which $1,250,000 are held in escrow to retire prior liens; in treasury $340,000, held for improvements; dated Dec. 10, 1900, due Jan. 1, 1951; denom. $1,000; int. payable at office of Old Colony Trust Co., of Boston, trustee of mortgage.



MAP
SHOWING LINES OWNED AND OPERATED
BY THE
BIRMINGHAM RAILWAY & ELECTRIC CO.
July 1900.

Plant and Equipment.—Miles of track (electric), 65, steam, 20; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T rail; 135 motor cars; Gen. Elec. generators and motors, Brill cars.

Officers.—Pres. A. M. Shook, V. Pres. Robert Jemison, 2d V. Pres. W. A. Walker, Sec. & Treas. Edwin Warner, Gen. Man. J. B. McClary, Engr. & Elecn. G. H. Harris.

Directors.—N. Baxter, Jr., A. M. Shook, N. E. Barker, B. F. Roden, R. H. Pearson, W. A. Walker, Alexander T. London, G. B. McCormack, Robert Jemison.

General Office, 2024 First Avenue, Birmingham, Ala.

Power Station.—19th St. and Powell Ave., Birmingham, Ala.

References.—Birmingham Ry. & Elec. Co.—Description of road, Vol. X, Souv., '94, p. 34; description of parks (brief), Vol. XIII, Mar., '97, p. 153 (ill.); operating detail (brief), Vol. XII, Sept., '96, p. 529; details of consolidation, Vol. XVI, Nov. 17, '00, p. 1128; description of road, Vol. XVI, June 2, '00, p. 528, p. 424 (ill.).

Date of information, Mar., 1901. z

For map of road see page 26.

Birmingham Railway & Electric Co.—Which was chartered May 5, 1890, in perpetuity, was in 1900 merged into the Birmingham Railway, Light & Power Co. This company also controlled by ownership of entire capital stock the properties of the Birmingham Traction Co.

Date of information, Mar., 1901. z

Birmingham Belt Railroad Co.—This company which was chartered May 5, 1887, was placed in the hands of a receiver on Apr. 6, 1897. In 1900 this property passed to the Birmingham Traction Co., and having been changed from steam to electric operation was consolidated, with it, into the Birmingham Railway, Light & Power Co.

Date of information, Mar., 1901. z

Birmingham Traction Co.—This is a reorganization in Aug., 1897, of the East Birmingham Street R. R. Co., which was sold at receiver's sale, in 1899 passed into the control of the Birmingham Ry. & Electric Co. by ownership of entire capital stock, and in 1900 was merged into the Birmingham Railway, Light & Power Co.

Date of information, Mar., 1901. z

BLOOMINGTON, ILL.

Population in 1880, 17,180, in 1890, 20,484, in 1900, 23,286.

Bloomington & Normal Railway Co.—Chartered June 17 1898, for 99 years. Annual meeting third Tuesday in June. This company is the successor to the Bloomington City Railway Co., whose property was sold at foreclosure sale.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July, 1898, due 1923; int. payable Jan. and July at office of Illinois Trust & Savings Bank, of Chicago, trustees of mortgage, or at office of Chase National Bank, New York City.

Bonds may be called for payment at one month's notice, at par and accrued interest in ten, fifteen or twenty years.

Operation.—6 months and 20 days ending Dec. 31, 1898.

Receipts from passengers	$33,960
" other sources	281
" total	34,241
Operating expenses	15,377
Earnings from operation	18,864
Deductions from earnings.	
Interest on bonds	6,266
Taxes	507
Net income	12,091
Dividends paid	6,250
To surplus account	5,841
Per cent. of expenses to total receipts	46.5

Balance Sheet.—Dated Dec. 31, 1898.

Assets.		Liabilities.	
Cost of road	$500,000	Capital stock	$250,000
" equipment	5,831	Funded debt	250,000
Other permanent inv	341	Bills & accts payable	6,789
Cash	10,517	Other liabilities	1,363
Bills & accts receivable	3,026	Profit & loss (surplus)	18,366
Other assets	6,803		
Total	$526,518	Total	$526,518

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. T rail; 27 cars, of which 15 are motor cars and 12 trail cars; Buckeye engines, West. dynamos and motors, St. Louis cars and trucks.

Officers.—Pres. A. E. DeMange, V. Pres. John Graham, Sec. Willis E. Gray, Treas. J. F. Evans, Gen. Man. John Eddy, Supt. Wm. Irvine, Elecn. David Barclay.

Directors.—A. E. DeMange, George McIntosh, John Graham, W. E. Gray, E. W. Biddle, J. Eddy, W. J. Harvey, J. F. Evans, J. W. Sharpe.

General Office, Bloomington, Ill.

Date of information, Dec., 1900. z

BOISE CITY, IDAHO.

Population in 1880, 1,896, in 1890, 2,311, in 1900, 8,794.

Boise Rapid Transit Co.—Charter and municipal franchise granted in 1892 for 50 years. Annual meeting in Sept.

Capital Stock, authorized, $200,000, issued, $54,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; 40 h. p. station plant; Gen. Elec. dynamos and motors, Brills car and trucks; water power.

Officers.—Pres. Geo. Aineslie, V. Pres. D. Arnold, Sec. G. W. Russell, Treas. Pur. Agt. & Gen. Man. G. D. Ellis, Elecn. C. Hutchison.

Directors.—Geo. Aineslie, D. Arnold, M. E McCarty, Geo. W. Russell, W. H. Janman, Geo. D. Ellis, John P. Morgan.

General Office, Main and 7th Sts.

Date of information, May, 1899. c d

BOONE, IA.

Population in 1880, 3,330, in 1890, 6,518, in 1900 (local estimates), 11,500.

Boone Electric Street Railway & Light Co.—Chartered June 1, 1883, for 20 years. Municipal franchise granted June 1, 1883, for 50 years.

Capital Stock, authorized, $200,000, issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $125,000, issued, $75,000; dated July 1, 1893, due 1913; denom. $500 and $1,000; int. payable Jan. and July, at City Bank of Boone; C. J. Ericson, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$ 5,512	$ 7,778	$11,341	$13,864
" " other sources	12,144	13,055	15,560	15,978
" total	17,656	20,833	26,901	29,842
Operating expenses and taxes	10,085	11,200	12,400	16,081
Earnings from operation	7,571	9,633	14,501	13,761
Interest on bonds	3,720	4,260	4,290	4,500
Net income	3,851	5,373	10,211	9,261

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars and 2 trail cars; 500 h. p. station plant; West. generators and motors, Laclede cars, Peckham trucks.

Electric Lighting Plant.—1 West. dynamo, 1200 lights, 2 Edison dynamos, 1800 lights each, 1 Edison dynamo, 400 lights, 1 Standard arc dynamo, 50 lights; 1 West. 100 k. w. dynamo; 3 boilers of 125 h. p. each; 2 boilers of 150 h. p. each; 2 West. engine, 500 h. p.

Officers.—Pres. & Gen. Man. L. W. Reynolds, V. Pres. D. N. De Tar, Sec. S. T. Stanfield, Treas. City Bank of Boone, Supt. & Elecn. F. H. Richardson, Ch. Engr. John May.

General Office, Boone, Ia.

Date of information, Jan., 1901. z

Boone Suburban Railway Co.—This road runs from Court House in Boone to the mining district on Des Moines River and is owned personally by L. W. Reynolds. No stock or bonds have been issued and is clear of all incumbrances. Began operation Sept. 1, 1899. Estimated earnings $9,000 with the ultimate expectation of extensively handling coal and earning $25,000 annually.

Plant and Equipment—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars, West generator.

General Office, Boone, Ia.

Date of information Jan., 1901. z

BOSTON, MASS.

The population of Boston proper in 1880 was 362,839, in 1890, 448,477, in 1900 560,892 The total population of the city and suburbs in 1900 was approximately 1,050,000.

Boston Elevated Railway Co. — Chartered 1894 (charter amended June 19, 1897), for the purpose of building an elevated railway, leasing and operating surface lines, and furnishing rapid transit to the City of Boston. The company operates under lease the property of the West End Street Railway Co., to which is leased the Subway, built by the City of Boston within its "congested district." For terms of leases see West End Street Ry. Co.

Construction of an elevated railway to be operated in connection with the Subway and with the company's surface lines is now well advanced, and is expected to be placed in operation between Roxbury and Charlestown by June 1, 1901.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share. Permission to issue $10,000,000 additional was granted by R. R. Commissioners $500,000 on July 26, 1897, $9,500,000 on July 6, 1900.

Funded Debt.—The company has no direct funded indebtedness. The funded indebtedness of the West End Street Ry. Co., interest on which forms part of the rental of the latter, is $12,864,000. For details see West End Street Ry. Co.

Operation.—The following is the operating report of the West End Street Ry. Co. for the year ending Sept. 30, 1897, and of the Boston Elevated Ry. Co., for the years 1898 and thereafter.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Rects. passengers....	$8,536,286	$8,967,588	$9,449,929	$ 9,948,439
" other..........	182,746	289,666	306,208	288,555
" total..........	8,719,032	9,257,254	9,756,137	10,236,994
Op. expenses........	6,213,709	6,566,584	6,827,151	6,828,110
Earnings oper'n......	2,505,323	2,690,670	2,928,986	3,408,884
Deductions.				
Interest on bonds W. E. Ry...		498,600	495,725	498,570
Taxes........................		611,407	757,995	825,993
Rentals (paid as dividends to lessors)................		1,147,950	1,157,130	1,157,130
Subway rental.............		106,135	204,538	211,147
Depreciation fund..........				240,000
Total.....................		2,197,725	2,615,388	2,932,840
Net income..................		326,577	313,598	476,044
†Int. paid holders of B. E. receipts		112,500	262,500	337,500
To surplus account..............		214,077	51,098	138,544
Total surplus account...........			265,175	401,970

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1859.	1900.
General expenses ...	$ 500,874	$ 790,323	$ 835,000	$ 858,895
Maint. of track......	831,412	1,150,728	1,309,198	1,022,002
" buildings..	98,519			
" cars, etc...	421,328	624,542	602,521	579,109
" horse eq..	15,100			
" elec. equip.	511,165			
Road & snow exp...	210,465	4,000,990	4,080,432	4,368,104
Transportation exp..	3,133,041			
Injury and damages.	491,786			
Total...........	$6,213,709	$6,566,584	$6,827,151	$6,828,110

STATISTICS OF OPERATION.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Round trips........	2,970,651	3,156,424	3,177,701	3,405,396
Revenue miles, elec.	29,450,978	31,933,624	34,542,520	38,126,445
" " horse	335,958	275.526	51,704	45.539
U. S. mail cars...	166,655	170,295	174,294	181,530
Revenue miles total	29,953,591	32,379,445	34,768,518	38,353,514
Total revenue passengers carried..	172,554,513	181,321,295	191,023,224	201,124,710
Transfer passengers carried.........			42,113,715	48,695,787
Pass. rects.,elec....	$8,470,646	$8,911,081	$9,443,779	$9,941,721
" " horse.	65,639	56,506	6,150	6,718
Rect. from mail cars		20,097	20,046	21,678
" total.........	8,536,285	8,987.684	9,469,975	9,970,117
Aver. rects. per pass	.04947	.04945	.04947	.04947

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road........................	$	$ 686,326	$2,318,143
Cost of equipment................			35,813
Land and buildings		738.610	1,803,176
Cash on hand and in bank........	5,532,445	3,599,160	7,088,537
Bills and accounts receivable......	107,130	83.239	200,187
Stocks and bonds.................	205,445	212,011	240,011
Construction	107,631		
Bonds deposited with Commonwealth of Mass...............	300,000	500,000	500,000
Materials and supplies............	233,949	232,626	215,429
Somerville Horse R. R. Co.......	102,851	102,851	102,851
West End St Ry.Co., open accounts	423,730	654,264	700,265
" " " property "	1,385,467	2,101,081	1,882,446
" " " bond "	20,000	127,500	1,918
Total..........................	$8,418,648	$9,037,668	$15,088,776

LIABILITIES.	1898.	1899.	1900.
Common stock....................	$5,000,000	$5,000,000	$10,000,000
Audited vouchers and accounts....	253,232	192,971	695,720
Salaries and wages..............	98,273	114,322	149,067
Dividends West End St. Ry. Co., (not called for)...............	9,628	7,612	7,951
Matured interest, coupons unpaid..	32,607	36,662	31,648
Rentals unpaid..................	317,975	317,975	317,975
Bond redem'n deposit, uncalled for	1,000		
Outstanding tickets and checks...	18,530	19,971	19,565
Interest accrued and not ..yet due	128,042	128,042	141,915
Taxes accrued and not yet due....	553,938	751,929	820,670
Rentals accrued and not yet due..	131,825	131,825	131,825
West End St. Ry. Co., lease ac....	1,362,023	1,227,208	1,227,208
West End Street Ry. Co. special bond account................		73,75	
Damage fund.....................	297,497	410,222	423,262
Insurance fund..................		120,000	240,000
Depreciation fund...............		240,000	480,000
Profit and loss (surplus).........	214,077	265,175	401,970
Total........................	$8,418,648	$9,037,668	$15,088,776

Mileage.—The following is the track mileage of the West End Street Ry. Co. on Sept. 30, 1896–7, and of the Boston Elevated Ry. Co. for the years 1898 and thereafter.

	1896.	1897.	1898.	1899.	1900.
Main line..............	153.885	154.918	158.992	165.554	179.826
Second track...........	108.561	113.566	121.167	134.739	152.351
Sidings, etc............	7.400	7.826	6.954	37.380	37.984
Car houses and yards...	25.715	28.152	28.937		
Total..................	295.561	304.462	316,050	337.673	370.161
Miles built with heavy girder rail.........	196.06	223.54	243.370	276.040	318.2
Miles compl't'ly equipped electric system.....	279.056	293.54	306.024	327.133	353.636
Miles partially equipped	5.750	2.798	2.333	3,908	10.354
Miles built in the Subway			5.473	5,473	5.42

Plant and Equipment.—Gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. girder and tram rail; 437 horses, 229 horse cars and 2,980 motor cars, 11 mail cars; 3,877 motors, 312 horses, 75 horse snow plows, 188 electric snow plows, 534 miscellaneous vehicles; Allis, A. & S., McI. & S. engines, Gen. Elec. dynamos, Gen. Elec., West. and Walker motors, Jones, Newburyport, Laconia, Pullman, Brownell and own cars.

Officers.—Pres. William A. Bancroft, V. Pres. Charles S. Sergeant, Sec. John T. Burnett, Treas. William Hooper, Auditor H. L. Wilson, Gen. Solicitors, Gaston, Snow & Saltonstall, General Counsel, J. Otis Wardwell, Ch. of Bureau of Real Estate, Geo. C. Travis, Ch. Engr. Elevated Lines, Geo. A. Kimball, Pur. Agt. Edward Mahler.

Directors.—Frederick H. Ayer, William A. Bancroft, Samuel Carr, T. Jefferson Coolidge, Jr., N. W. Rice, W. S. Swan, Wm. S. Spaulding, William A. Gaston, F. H. Peabody, James M. Prendergast, James Phillips, Jr., Robert Winsor, John J. Bright.

Executive Committee.—William A. Bancroft, William A. Gaston, James H. Prendergast, Robert Winsor.

General Office, 101 Milk St., Boston, Mass.

Power Station.—Lincoln Wharf, Boston, Mass.

References.—Capital stock, Vol. XIII, Sept., '97, p. 574; election of directors, Vol. XIV, Feb., '98, p. 105; general situation, Vol. XIV, May, '98, p. 268; cost of electric power gen., Vol. XIV, Sept., '98, p. 492; description of road, Vol. XIV, Sept., '98, p. 501 (ill.); annual report, Vol. XV, Feb., '99, p. 105; traffic conditions, Vol. XV, Mar.,'99. p. 158 (ill.); installation work, Vol. XV, Dec. '99, p. 863 (ill.); important changes in Boston, Vol. XVI, Feb. 3, '00, p. 127; construction work, May 19, '00, p. 502; June, '00, p. 471; subway electrical tests, Apr. 14, '00, p. 395; multiple unit system, May 12, '00, p. 489; tests of train unit, May 5, '00, p. 364; controlling systems, May 5, '00, p. 440 (ill.).

Date of information, Feb., 1901. z

For map of system, see inset between pages 28 and 29.

West End Street Railway Co.—Chartered Feb. 1, 1887. Annual meeting in Nov. This is a consolidation of the following companies:

- Metropolitan R. R. Co.
- Boston Consolidated Street Ry. Co.,
  - Highland Street Ry. Co.
  - Middlesex R. R. Co.
- South Boston R. R. Co.
- Cambridge R. R. Co.
  - Charles River Street Ry. Co.
  - Arlington Horse R. R. Co.
- Suburban Street Ry. Co.

Leased, on Dec. 30, 1897, to the Boston Elevated Ry. Co. for 24 years, 8 months and 9 days from Oct. 1, 1897, at a rental of 7 per cent. per annum on its common and 8 per cent. on its preferred stock, in addition to rentals, interests, etc.

In Dec., 1896, the West End Street Ry. Co. leased from the city of Boston the right to use the subway for 4⅞ p. c. of net cost

of the subway, this cost not to exceed $7,000,000. This lease has been assumed by the Boston Elevated Ry. Co.

Capital Stock.—Common stock, authorized, $10,000,000, issued, $9,085,000; par value, $50 per share.

8 p. c. preferred stock, authorized and issued $6,400,000; par value, $50 per share.

Funded Debt.—$12,864,000, as follows:

Debenture 5 p. c. gold coupon bonds, $3,000,000; dated Nov. 1, 1892, due 1902; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston.

Debenture 4½ p. c. gold coupon bonds, authorized and issued, $2,000,000; dated Mar. 1, 1894, due 1914; denom., $1,000; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston.

Debenture 4 p. c. gold coupon bonds, authorized and issued, $815,000; dated 1896, due 1916; denom. $1,000; int. payable May 1 and Nov. 1, at office of American Loan & Trust Co., of Boston.

4 p. c. gold coupon bonds, authorized and issued, $2,700,000; dated Feb, 1, 1897, due 1917; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston.

Debenture 4 p. c. coupon bonds, authorized and issued, $2,109,000; dated Aug. 1, 1900, due 1915; denom. $1,000; int. payable Feb. and Aug. at office of American Loan & Trust Co. of Boston.

Assumed mortgage obligations of constituent corporations:

Bonds	Metropolitan R. R.	due in	1903, 5	per cent.	$500,000
"	Middlesex R. R.	"	1904, 5	"	200,000
"	Highland St. Ry.	"	1902, 5	"	300,000
"	Boston Con. St. Ry.	"	1907, 5	"	500,000
"	So. Boston H. Ry.	"	1905, 5	"	200,000
"	Cambridge R. R.	"	1903, 5	"	390,000
"	Cha's River St. Ry.	"	1904, 5	"	150,000

Interest on all these bonds is paid by the Boston Elevated Ry. Co.

Dividends.—On common stock, in 1888, 5 p. c.; in 1889, 10 p. c.; in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892, 10 p. c.; in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 6½ p. c.; in 1896, 7 p. c.; in 1897, 7½ p. c., in 1898–9 and 1900 7 p. c. On preferred stock, since 1888, 8 p. c.

Dividends on common stock payable Apr. 1 and Oct. 1; on preferred stock Jan. 1 and July 1.

Leased Roads.—The company leases the properties of the Malden & Melrose R. R. Co., the Somerville Horse R. R. Co., and the Boston & Chelsea R. R. Co.

Operation.—(See Boston Elevated Ry. Co.)

Balance Sheet.—The following balance sheets of the West End Ry. Co., are given herewith for the sake of comparison.

Assets.

CONSTRUCTION, EQUIPMENT AND REAL ESTATE.

Year ending Sept. 30,	1898.	1899.	1900.
Construction of road	$ 6,184,732	$ 6,685,924	$ 6,918,634
" electric lines	1,974,951	2,161,129	2,222,307
" subway & equip	133,131	292,275	295,402
General equipment	6,465,077	6,909 278	7,097,287
Other permanent investments	10,206,087	10,778,312	10,553,090
Engineering expenses	175,713	175,712	175,712
SUNDRY ITEMS.			
Cash and current assets	1,599	1,676	35,232
B. Elev. Ry. Co. spec. bond ac.		75,932	
B. Elev. Ry. Co. lease account.	1,362,023	1,227,208	1,227,208
Total	$26,503,313	$28,307,446	$28,524,872

Liabilities.

Capital stock, common	$ 9,085,000	$ 9,085,000	$ 9,085,000
" " preferred	6,400,000	6,400,000	6,400,000
Funded debt	10,945,000	10,945,000	12,866,000
B. E. Ry. Co. account		*1,804,055	605
Profit and loss (surplus)	73,313	73,391	173,267
Total	$26,503,313	$28,307,446	$28,524,872

*This item is a liability of this company only so far as it is made such by the terms of the lease between this company and the Boston Elevated Ry. Co., and is payable only to the extent and in the manner provided in said lease.

Plant and Equipment.—Miles of track, 327.53 (See Boston Elevated Ry. Co.)

Officers.—Pres. Jos. B. Russell, V. Pres. G. T. W. Braman, Sec. & Treas. Parkman Dexter.

Directors.—G. T. W. Braman, Jos. B. Russell, Samuel Spencer, Moses Williams, Chas. A. Williams, Alfred Winsor, C. Minot Weld, S. M. Weld, John Parkinson, William Skinner.

General Offices, 101 Milk Street.

References.—Description of road, Vol. XI, Apr., '95, p. 267 (ill.). Vol. VIII, June, '92, p. 353; description of power plant, Vol. VI, Jan.; '90, p. 2 (ill.); description of central power plant. Vol. VIII, Sept., '92, p. 516 (ill.); description of East Cambridge power plant, Vol. VIII, Oct., '92, p. 574 (ill.); increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. X, Mar., '94, p. 213; annual report, Vol, VII, Dec. '91, p. 698; Vol. VIII, Jan., '92, p. 21; Vol. VIII, Dec., '92, p. 771; Vol. X, Jan., '94, p. 28; Vol. X, Dec., '94, p. 777; notes, Vol. VI, Aug., '90, p. 400; Vol. VII. Feb., '91, p. 91; Vol. VII, May, '91. p. 223 (ill.); Vol. VII, July, '91, p. 371; diagram, Vol. VI, Feb., '90, p. 90 (ill.); general information, Vol. VIII, Oct., '92, p. 605 (ill.); description of repair shop, Vol. XII, Feb., '96, p. 95 (ill.); description of power plant, Vol. XII, Mar., '96, p. 177 (ill.); description of car house, Vol. XII, Apr., '96, p. 249 (diagrams); description of road (brief), Vol. XII, Oct., '96, p. 606; power station capacity, Vol. XIII, July, '97, p. 429; description of power plant, Vol. XIII, Dec., '97, p. 856 (ill.); annual report, Vol. XIII, Dec., '97, p. 874; operating details, Vol. XIV, Sept., '98, p. 489; description of subway, Vol. XIV, Sept., '98, p. 493 (ill.).

Date of information, Feb., 1901. b

For map of system, see inset between pages 28 and 29.

Massachusetts Electric Companies.—This is not an incorporated company, but was formed in May, 1899, as a voluntary association of electric light and street railway companies, which is managed by a board of fifteen trustees, who hold the title to its assets. The Declaration of Trust strictly provides against the creation of any indebtedness for which any shareholder or officer can be held personally liable.

The following is a list of the street railway companies controlled Jan. 1, 1901, those marked * having at various dates (see report of companies) absorbed all of the other companies. In Mar., 1901, the total number of companies had been reduced to three operating companies. For details of operation, etc., see the reports of the individual companies located under the name of the town or city in which their principal office is located.

Beverly and Danvers.
Boston, Milton & Brockton.
Braintree.
Brockton, Bridgewater & Taunton
*Brockton.
Brockton & East Bridgewater.
Dighton, Somerset & Swansea.
Globe (Fall River, Mass).
Gloucester.
Gloucester, Essex & Beverly.
Gloucester & Rockport.
*Lowell, Lawrence & Haverhill.
Lowell & Suburban.
*Lynn & Boston.
Mystic Valley (Stoneham, Mass.).
*Nashua (Nashua, N. H.).
Needham & Boston.
New Bedford, Middleboro & Brockton.
Newport (Newport, R. I.).
Newport & Fall River (Newport, R. I.).
Norfolk Central (Dedham, Mass.).
Norfolk Suburban (Hyde Park, Mass.).
North Woburn.
Providence & Taunton
Quincy & Boston.
Reading & Lowell (Lowell, Mass).
Rockport.
Salem & Wakefield.
South Shore & Boston.
Taunton.
Taunton & Brockton.
Wakefield & Stoneham.
West Roxbury & Roslindale.
Woburn & Reading.

These companies cover the major part of street railway mileage in eastern Massachusetts, extending northerly to Nashua, N. H., Newburyport and Gloucester, and southerly to Newport and Providence, R. I, making direct connections with the street railway system of Boston and vicinity. It is understood that the majority, and in most instances practically all, of the stock of the companies mentioned above is held by the trustees. The Hyde Park Electric Light Co. and the Newport Illuminating Co. are also included in the consolidation.

Capital Stock.—Common, authorized and issued, Jan., 1901, $13,718,100; par value, $100 per share.

Preferred, authorized and issued, Jan., 1901, $15,057,400; 4 p. c. cumulative; par value, $100 per share.

Note.—The capitalization of the Massachusetts Electric Companies is represented by certificates (common and preferred) which give the owners a proportionate interest in the shares held by its trustees. Nearly all of the capital stock of the constituent companies, Sept. 30, 1900, amounting to $11,457,400 is represented by this capitalization, and the latter is also large enough to take care of extensions, improvements, floating debts, etc., for the separate companies.

Funded Debt.—Debenture 4½ p. c. gold coupon notes, authorized, $3,500,000, issued, $2,700,000; dated Jan. 1, 1901, due Jan, 1, 1906; subject to call on five weeks notice on and after Jan. 1, 1902 at the price netting 4 p. c. of premium, if held to maturity; int. payable Jan. and July at office of Old Colony Trust Co., trustee.

The funded indebtedness of the separate corporations controlled by it, Sept. 30, 1900, amounts in total to $14,578,500, in addition to their floating debts.

Operation.—The combined income accounts of the separate street railway and lighting companies controlled are as follows, for the years ending Sept. 30,

	1899.	1900.
Total earnings	$5,033,296	$5,518,837
Operating expenses	3,382,093	8,659,337
Earnings from operation	1,651,203	1,859,500
Deductions from earnings	941,997	994,294
Net income	709,206	865,206
Dividends	439,541	645,545
Balance	269,665	219,661
Renewal account	78,430	89,000
Depreciation account	105,000	93,229
Surplus	86,235	37,432

General Office, Quincy, Mass.

References.—Operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept., '98, p. 485.

Date of information, Feb., 1901. z

West Roxbury & Roslindale Street Railway Co.—This company commenced operation on Sept. 17, 1896. On Nov. 24, 1899, the Norfolk Central, the Norfolk Suburban, and the Needham & Boston St. Ry. Co.'s were consolidated with this company, which, on Nov. 18, 1900, was itself consolidated with the Brockton St. Ry. Co., the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $800,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Sept. 1, 1896, due 1916; denom. $500; int. payable at office of International Trust Co., of Boston, trustee of mortgage.

Norfolk Suburban St. Ry. Co.'s first mortgage 5 p. c. bonds, $73,000; due July 1, 1914.

Norfolk Central St. Ry. Co.'s first mortgage 5 p. c. bonds, $60,000; due July 1, 1918.

Note.—First mortgage bonds may be redeemed at 103 after Sept. 1, 1901.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$50,785	$67,189	$79,063	$225,741
" " other sources	156	249	283	1,681
" total	50,940	67,438	79,346	227,422
Operating expenses	35,024	44,261	53,931	143,566
Earnings from operation	15,916	23,177	25,415	83,856
Deductions from earnings.				
Interest on funded debt	4,275	5,000	7,500	13,144
" " floating debt	2,835	6,434	5 411	13,498
Taxes	625	2,239	3,860	12,038
Other deductions				1,074
Net income	8,181	9,504	8,644	44,102
Dividends paid			6,750	22,125
To surplus account			1,894	21,977
Total surplus	8,377	11,015	9,417	35,689

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$ 6,669	$ 8,910	$ 9.016	$ 18,865
Maintenance of way and structures	1,582	2,847	3,997	9,525
" " equipment	1,044	1,715	3,157	10,606
Transportation expenses	25,729	30,789	37,761	104,570
Total	$35,024	$44,261	$53,931	$143,566

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	1,045,088	1,460,920	1,579,052	4,526,860
Car miles run	285,534	323,023	383,884	1,055,972
Total receipts per car mile	$.178	$.208	$.206	$.215
Op. expenses per car mile	.123	.137	.140	.136

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$257,320	$300,150	$439,657	$890,265
" equipment	32,046	36,779	52,128	191,932
Other permanent invsts	30,884	31,391	24,487	80,019
Cash and current assets	4,915	7,309	23,905	79,047
Other assets	18,884	20,965	1,308	4,639
Total	$344,049	$396,594	$541,485	$1,245,902
LIABILITIES.				
Capital stock	$150,000	$150,000	$200,000	$800,000
Funded debt	100,000	100,000	150,000	283,000
Loans and bills payable	84,934	134,710	182,068	118,052
Accrued liabilities	738	869		9,161
Profit and loss (surplus)	8,377	11,015	9,417	35,689
Total	$344,049	$396,594	$541,485	$1,245,902

Plant and Equipment.—Miles of track (electric), 39.13; 86 motor cars, 8 snow plows; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Jno. R. Graham, V. Pres. P. F. Sullivan, Sec. Fredk. H. Smith, Treas. Alonzo F. Walter, Supt. Geo. W. Round.

Directors.—Patrick F. Sullivan, Jos. H. Goodspeed, Eugene N. Foss, Jno. R. Graham, Fredk. H. Smith, R. W. Emmons, Jr., Philip L. Saltonstall.

General Office, Quincy, Mass.

Reference.—Operating detail, Vol. XIV, Sept., '98, p. 485; operating detail, Vol. XIV, Sept. '98, p. 489.

Date of information, Feb., 1901. z

Blue Hill Street Railway Co.—Chartered July 21, 1899. This road was placed in operation Nov. 3, 1899.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Operation.—Period from Nov. 3, 1899, to Sept. 30, 1900.

Receipts from passengers	$14,511
" " other sources	25
" total	14,536
Operating expenses	21,245
Net earnings from operation	*6,709
Deductions from earnings	1,261
Net income	*7,970

* Deficit.

Balance Sheet.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$ 93,840	Capital stock	$150,000
" equipment	28,567	Loans and notes payable.	23,000
Other permanent invsts	53,232	Accounts payable	15,736
Cash and current assets	2,283	Taxes accrued	145
Other assets	2,989		
Profit and loss (deficit)	7,970		
Total	$188,881	Total	$188,881

Plant and Equipment.—Miles of track (electric), 11.3; gauge, 4 ft. 8½in.; 60 lb. T rail; 10 motor cars, Gen. Elec. motors; rent power.

Officers.—Pres. Charles H. French, V. Pres. W. C. Forbes, Sec. E. Wadsworth, Treas. & Gen. Man. Edmund J. B. Huntoon, Supt. Wm. O. Chapman.

Directors.—Charles H. French, W. C. Forbes, W. O. Chapman, E. J. B. Huntoon, C. A. Stone. Edwin S. Webster, Wm. E. C. Swan.

General Office, 93 Federal St., Boston, Mass.

Date of information, Feb., 1901. z

Lexington & Boston Street Railway Co.—This road was placed in operation on Apr. 8, 1900, in Waltham, Arlington, Lexington, Bedford, Bellerica and Concord.

Capital Stock, authorized, $350,000, issued, $250,000.

Funded Debt.—First mortgage 4½ p. c. gold bonds, authorized and issued, $250,000; dated 1900, due 1920; denom. $1,000.

Operation.—Period from Apr. 8 to Sept. 30, 1900.

Receipts from operation	$59,740
Operating expenses	23,037
Earnings from operation	36,703
Deductions from earnings.	
Interest on funded and unfunded debts	15,012
Taxes	886
Net income	20,805
Dividends, 1 p. c	2,500
To surplus account	18,305

Balance Sheet.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$407,373	Capital stock	$345,010
" equipment	94,535	Funded debt	250,000
Other permanent invests.	151,333	Loans and notes payable.	40,850
Cash and current assets	924	Profit and loss (surplus)	18,305
Total	$654,165	Total	$654,165

Plant and Equipment.—Miles of track (electric), 25; 9 in. girder and 60 lb. T. rail; 27 motor cars; 2-350 K. W. Gen. Elec. generators, 900 H. P. station plant, Thayer & Co. 600 H. P. boilers, Gen. Elec. motors, Wason cars, Bemis trucks.

Officers.—Pres. Sydney Harwood, V. Pres Alfred Pierce, Sec. Edward P. Smith, Treas. Chas. W. Smith, Gen. Man. Horace B. Parker, Newtonville; Supt. Wm. H. Greene, Lexington.

Directors.—A. Peirce, L. A. Saville, Lexington; O. M. Gove, E. P. Smith, Waltham; C. W. Smith, S. Harwood, A. E. Viles, Boston; W. F. Hammett, J. W. French, Newton; G. W. Morse, Newtonville; Jno. H. Foster, Billerica.

General Office, Lexington, Mass.

References.—Description of road, Vol. XVI, June 2, '00, p. 415 (ill.), p. 519.

Date of information, Feb., 1901. z

Bristol County Street Railway Co.

Capital Stock, authorized, $120,000.

Funded Debt—First mortgage 5 p. c. gold bonds, authorized, $120,000: not yet issued, Feb., 1901.

Officers.—Pres. George H. Swazey, V. Pres. J. H Buttrick, Sec. & Gen. Man. Douglas A. Brooks, Treas. Charles S. Cummings, Supt. William King.

General Office, room 601, 53 State St., Boston, Mass.
Power Station, Attleboro, Mass.

Date of information, Feb., 1901. d

BOWLING GREEN, KY.

Population in 1880, 5,114, in 1890, 7,803, in 1900, 8,226.

Bowling Green Railway Co.—Chartered July, 1898, as the successor to the Park City Railway Co., whose property was sold at foreclosure sale on Feb. 28, 1898.

Capital Stock issued, $40,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p.c. gold bonds, issued, $20,000; dated 1898, due 1915; int. payable at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 13 cars, of which 6 are motor cars and 7 trail cars, 1 freight motor car, 3 freight trail cars, 250 h. p. station plant; West. dynamos; Card motors, Laclede and Brownell cars.

Officers.—Pres. J. H. Wilkerson, V. Pres. & Treas. T. S. Fitch, Man. H. D. Fitch.

Date of information, Mar, 1900. x

BOZEMAN, MONT.

Population in 1880, 894, in 1890, 2,143, in 1900 (local estimate), 3,000.

Bozeman Street Railway Co.—Municipal franchise granted Apr. 1892, for 20 years.

Capital Stock, authorized and issued, $20,000.

Plant and Equipment.—Miles of track (electric) 4; gauge, 4 ft. 8½ in.; 3 motor cars.

Officers.—Pres. & Gen. Man. Samuel A. Mendenhall, V. Pres. Henry Elling, Sec. & Treas. George Cox, Elecn. W. W. Livingston.

Directors.—Samuel A. Mendenhall, Henry Elling, Mrs. Thomas G. Hutt, Geo. Cox, W. S. Hartman.

Date of information, Dec., 1899. z

BRADDOCK, PA.

Population in 1880, 3,310, in 1890, 8,561, in 1900, 15,654.

Wilkinsburg & East Pittsburgh Railway Co.—Chartered Sept., 1899. This is the successor to the Braddock Electric Passenger Ry. Co., which was chartered June 9, 1890, and whose property was sold at receiver's sale in 1898.

Capital Stock, $2,000,000.

Funded Debt, $2,000,000.

Operation.—Year ending June 30, 1900.

Receipts from operation	$35,436
" " other sources	526
" total	35,962
Operating expenses	22,671
Earnings	13,291
Deductions from earnings.	
Taxes	4,292
Rental	450
Net income	8,549
Per cent op. ex. to total receipts	63.0

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$2,942,414	Capital stock	$2,000,000
" equipment	264,435	Funded debt	2,000,000
Cash	497,432	Accrued interest	33,333
Accounts receivable	410,771	Accounts payable	29,330
Materials and supplies.	134	Sundries	43,974
		Profit and loss (surplus)	8,549
Total	$4,115,186	Total	$4,115,186

Plant and Equipment.—Miles of track (electric), 11.56; gauge, 5 ft. 2½ in.; 48½ lb., 80 lb. and 90 lb. Johnson girder rail; 5 motor cars; 300 h. p. station plant, Short dynamos and motors.

Officers.—Pres. A. W. Mellon, V. Pres. W. L. Mellon, Sec. George S. Davis, Treas. R. B. Mellon, Supt. Frank McCoy, Rankin, Pa.

Directors.—W. L. Mellon, R. B. Mellon, W. S. Mitchell, George S. Davis.

General Office, Bell Ave., Braddock, Pa.

Date of information, Jan., 1901. b

BRADFORD, PA.

Population of Bradford in 1880, 9,197, in 1890, 10,524, in 1900, 15,029.

Bradford Electric Street Railway Co.—Chartered June 7, 1894, for 50 years. The Bradford & Kendall Passsenger Ry. Co. has been consolidated with this company.

Capital Stock, authorized, $125,000, issued, $100,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds. authorized and issued, $100,000; int, payable at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending June 30.

	1897.	1898.	1899.	1900.
Gross receipts	$28,268	$27,841	$27,003	$37,875
Operating expenses	18,175	23,795	20,673	26,905
Earnings from operations	10,093	4,046	6,330	10,970
Deductions from earnings.				
Interest	2,250	3,750	2,987	5,720
Taxes	855	748	904	1,188
Other deductions	325	2,334	3,073	7,020
Net income	6,663	*2.786	*634	*2,958
Dividends paid	4,000	4,000		
Surplus account	2,663	4,123	*4,757	*7,705

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip	$171,080	$189,708	$217,273	$236,440
Cash on hand	2,870	1,983	69,444	139
Bills receivable	2	132		3,230
Sundries	191	410	124	
Profit and loss (deficit)		4,123	4,757	7,705
Total	$174,144	$196,356	$291,598	$247,514
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	50,000	50,000	35,500	100,000
Accrued interest	750	750	460	
Loans	11,173	45,306	153,635	45,000
Accounts payable	9,558	300	2,003	2,514
Total	$174,144	$196,356	$291,598	$247,514

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 48 lb. T rail; 14 motor cars; Ball engines, Gen. Elec. dynamos and motors, Wason and Massachusetts cars.

Officers.—Pres. F. W. Davis, Sec. Frank Gallagher, Treas. & Gen. Man. C. E. Hudson.

Directors.—Chas. E. Hudson, C. C. Melvin, Frank Gallagher, W. E. Burdick, H. L. Pierce, W. R. Weaver, L. E. Hamsler, F. W. Davis.

General Office, Main St., Bradford, Pa.

Date of information, Jan., 1901. z

Olean, Rock City & Bradford Railroad Co.—This company is a consolidation of two companies of the same name, one company having been formed under New York laws, Feb. 26, 1897, and one company under Pennsylvania laws, date of merger May 22, 1897.

Capital Stock.—$210,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, and issued, $6.500; dated July 15, 1897, due 1917; denom. $100 and $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.
Gross earnings	$25,826	$33,172	$32,522
Operating expenses	24,824	26,370	25,626
Earnings from operation	1,002	6,802	6,896
Deductions from earnings.			
Interest	8,680	12,873	12,032
Taxes	546	1,062	1,316
Deficit	8,224	7,133	6,452
Total deficit		15,357	21,809

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$282,078	$283.943	$301,396
Cost of equipment	110,945	119,774	131,641
Cash	1,242	250	964
Bills & accounts receivable	2,101	4.086	
Int. & ins., paid in advance	3,050	2,250	
Profit and loss (deficit)	8,224	15,357	21,809
Total	$407,640	$425,660	$455,810
LIABILITIES.			
Capital stock	$210,000	$210,000	$210,000
Funded debt	6,500	6,500	6,500
Notes payable	191,140	209,160	239,310
Total	$407,640	$425,660	$455,810

Plant and Equipment.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 45 lb. T rail; 18 cars, of which 13 are motor cars and 5 trail cars.

OFFICERS.—Pres. H. L. Pierce, Sec. W. E. Burdick, Treas. C. E. Hudson, Supt. C. F. Dennis.

DIRECTORS.—George E. Rogers, C. E. Hudson, F. E. Lowe, C. A. Richardson, C. E. Barnes, George Fobes, W. E. Burdick, H. L. Pierce, W. B. Furguson.

GENERAL OFFICE.—Bradford, Pa.

Date of information, Dec., 1900. b

BRANFORD, CONN.

Branford Street Railway Co.—This company was organized in the spring of 1900, in the interests of the Fairhaven & Westville R. R. Co., of New Haven, to construct an electric railway as an extension from the terminus of the Fairhaven & Westville R. R. through Branford to Short Beach. The new line was placed in operation in Aug., 1900, under the management and control of the latter company.

Date of information, Aug., 1900. x

BRANTFORD, CAN.

Population in 1881, 8,107, in 1900 (local estimates), 18,500.

Brantford Street Railway Co.—This company owns Mohawk Park.

CAPITAL STOCK, $40,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 40 lb. and 65 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Patterson & Corbin and Can. Gen. Elec. Co.'s cars.

OFFICERS.—Pres. F. Nicholls, V. Pres. H. P. Dwight, Sec. W. S. Andrews, Gen. Man. & Pur. Agt. John Murrode, Supt. & Elecn. Jas. Steeves, Ch. Engr. of Power Station, Dave Thomas.

REFERENCES.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.). Pleasure park, Vol. XIII, May, '97, p. 291 (ill.).

Date of information, Feb., 1901. z

BRATTLEBORO, VT.

Population in 1880, 5,880, in 1890, 6,862, in 1900, 6,640.

Brattleboro Street Railroad Co.—Chartered 1888, in perpetuity. Municipal franchise granted 1895, in perpetuit. Annual meeting second Monday in Aug.

CAPITAL STOCK, authorized $75,000, issued, $55,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 8 motor cars; 400 H. P. station plant, West. dynamos and motors, Wason and Jackson & Sharp cars.

OFFICERS.—Pres. E. L. Waterman, V. Pres. H. L. Emerson, Sec. and Treas. C. L. Stickney, Supt. Gen. Man. & Pur. Agt. C. K. Jones, Elecn. R. L. Whitney.

DIRECTORS.—Charles A. Smith, E. L. Waterman, S. S. Hunt, J. P. Sargent, H. L. Emerson.

GENERAL OFFICE, Pine St., Brattleboro, Vt.

Date of information, Feb., 1900. x

BRIDGEPORT, CONN.

Population in 1880, 27,643, in 1890, 48,866, in 1900, 70,996.

Bridgeport Traction Co.—Organized and chartered July, 1893, by special act of the Legislature. Annual meeting in June. This company is a consolidation, on July 19, 1893, of the Bridgeport Ry. Co., the East End Ry. Co. and the Bridgeport Horse Ry. Co., and owns and operates the entire street railway system of the city, has an exclusive franchise, and is exempt from all city taxation. In Apr., 1900, control of the capital stock was acquired by the Connecticut Ry. & Lighting Co. (report of which see under New Britain, Conn.)

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $2,000,000, of which $1,837,000 are outstanding; dated July 1, 1893, due 1923; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Redmond, Kerr & Co., 41 Wall St., New York; trustee of mortgage, Fidelity Safe Deposit & Trust Co.

Note.—The bonds above described are an absolute first mortgage on the company's property and franchises now owned or that may be hereafter acquired.

The bonds in the treasury may be sold for improvements and new construction, but the provisions of the mortgage and the statutes of Connecticut require that the amount of bonds so issued shall not exceed 75 per cent. of the actual cost of such improvements or new construction, and that such actual cost shall from time to time be certified by the company's president and treasurer and by an engineer approved by the state comptroller. All the bonds are registered with the state comptroller as required by law, thus insuring compliance with these provisions.

The bonds are not subject to call before maturity.

The company owns a large amount of real estate, including one entire block in the city, on which are brick car houses and a large brick tenement house leased to employes. On the east end division the company owns another block with brick car houses, repair shops, etc.

Franchises.—The company operates under a perpetual franchise granted by the State of Connecticut, by which, with other privileges, it is exempt from all city taxation.

Operation.—Year ending Sept. 30,			9 mos. ending June 30,	Year ending June 30,	
	1896.	1897.	1898.	1899.	1900.
Receipts from pass....	$319,175	$308,979	$239,012	$347,178	$377,908
" other sources.	2,085	2,693	1,995	10,426	13,556
" total..........	321,260	311,671	241,007	357,604	391,464
Operating expenses....	170,220	171,005	124,458	192,108	210,529
Earnings from oper....	151,040	140,666	116,549	165,496	180,935
Deduc'ns from earn'gs.					
Taxes............	16,714	17,521	17,566	19,541	20,652
Interest on bonds..	80,520	84,150	85,050	88,600	90,310
Net income............	53,806	38 995	13,933	57,355	69,973
Dividends paid.........	20,000	20,000		40,000	40,000
To surplus account.....	33,806	18,995		17,355	29,973

STATISTICS OF TRAFFIC.			9 mos. ending June 30,	Year ending June 30,	
Y'r end'g Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried..	6,383,503	5,922,033	4,108,260	6,943,559	7,422,161
Car miles run.......	1,721,147	1,805,412	1,454,638	1,911,373	1,894,527
Gr's rec'ps pr. car mile	$.157	$.173	$.165	$.187	$.206
Opr'g exp. pr. car mile.	.125	.095	.085	.105	.111

Balance Sheet.—Dated Sept. 30,			June 30,	
ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip..	$3,836,469	$3,892,346	$3,960,831	$4,094,313
Accounts receivable......	1,274	40	1,755	6,853
Cash on hand............	32,532	19,687	25,349	21,368
Materials and supplies....				18,772
Total................	$3,870,275	$3,912,073	$3,987,935	$4,141,306
LIABILITIES.				
Capital stock............	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt............	1,683,000	1,719,000	1,772,000	1,837,000
Bills and accounts payable	34,532	22,969	19,931	78,324
Profit July 1st to date.....	34,691			
Accrued taxes and int....	21,038			15,306
Accident fund............	24,279	28,210	34,644	39,616
Profit and loss (surplus)..	72,739	141,894	161,360	171,060
Total................	$3,870,275	$3,912,073	$3,987,935	$4,141,306

Plant and Equipment.—Miles of track (electric), owned 53.45; operated in addition 35.89; gauge, 4 ft. 8½ in.; 70 lb. to 90 lb. girder and T rail; 6 horses, 104 motor cars, 13 electric snow sweepers, 236 motors; Green and Watts-Campbell engines, Gen. Elec. dynamos and motors, Barney & Smith and Stephenson cars.

Officers.—Pres. A. M. Young V. Pres. Randal Morgan, Sec. H. G. Runkle, Treas. Lewis Lillie, Gen. Man. J. E. Sewell, Supt. James Butler, Elecn. D. McGregor, Ch. Engr. of Power Station, Rudolph Lohr, Foreman Jas. Butler.

Directors.—Randal Morgan, Walton Clark, Philadelphia; R. A. C. Smith, W. F. Sheehan, N. Y. City; H. G. Runkle, Plainfield, N. J.; D. S. Plume, George E. Terry, A. O Shepardson, Waterbury; A. M. Young, A. J. Warner, Branford; A. W. Paige, Bridgeport.

General Office, Bridgeport, Conn.

References.—Description of road, Vol. X, Nov., '94, p. 730 (ill.); increase of bonds, Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; opening of road, Vol. X, Sept., '94, p. 582; operating detail (brief), Vol. XII, Sept., '96, p. 545; annual report (brief), Vol. XII, Dec., '96, p. 790.

Date of information, Feb., 1901. b

Moodus & East Hampton Railway Co.—This company was organized to construct an electric railway from Bridgeport to Moodus and East Hampton, 10 miles, and now has the road under construction.

Capital Stock, authorized, $150,000, paid in, $15,000; par value, $100 per share.

Funded Debt.—Unknown.

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 8 motor cars, Gen. Elec. generators and motors.

Officers.—Pres. F. C. Fowler, Moodus; Sec. Man. & Ch. Engr. E. C. Crocker, Treas. C. J. Harvey.

General Office, Bridgeport, Conn.

Date of information, Jan., 1901. a

BRIDGETON, N. J.

Population in 1880, 8,722, in 1890, 11,424, in 1900, 13,913.

The Bridgeton & Millville Traction Co.—This is the successor to the South Jersey Traction Co., whose property was sold under foreclosure of mortgage. In June, 1899, the capital stock of this company passed into the control of the American Railways Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5. c. gold bonds, authorized, $500,000; issued, $350,000; dated Jan. 1, 1900, due 1930; denom. $1000 coupon, but may be registered; int. payable Jan. and July at office of Equitable Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed principal and interest by the American Railways Co.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$37,123	$30,935	$32,736	36,639	$48,712
" other sources...	3,128	2,365	2,319	2,541	4,101
" total...........	40,251	33,300	35,055	39,180	52,813
Operating expenses and fixed charges........	31,286	24,156	23,787	25,944	36,134
Net income.............	8,965	9,144	11,268	13,236	16,679
Dividends...............					8,493
To surplus account......					8,186

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 24 cars, of which 17 are motor cars, 4 are trail cars and 3 freight cars; Allis and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp, Lamokin, and St. Louis cars.

OFFICERS.—Pres. Samuel G. DeCoursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. B. F. Hires, Supt. & Ch. Engr. of Power Station C. H. Moore.

DIRECTORS.—J. J. Sullivan, H. J. Crowley, Wm. H. Shermerdine, S. W. Pettit, W. A. Logue, F. M. Riley.

GENERAL OFFICE, Cohansey St., Bridgeton, N. J.

Date of information, Mar., 1901. x

BRIGANTINE BEACH, N. J.

Brigantine Transportation Co.—This is a reorganization of the Brigantine Transit Co., whose property was sold under foreclosure of mortgage on Feb. 4, 1897.

CAPITAL STOCK.—Common stock, $125,000; first preferred 5 p. c. stock, $125,000; second preferred 5 p. c. stock, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. 20 year bonds, $50,000; second mortgage 5 p. c. bonds, $25,000, dated May 1, 1899; due 1919; denom. $1000; int. payable May and Nov. at office of Continental Trust Co., trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts............	$ 7,595	$‡5,000	$ 9,051	$ 9,025	$ 9,161
Op. exp. and fixed charges.	16,327	4,997	17,862	17,915	13,304
Net income...............	†8,732	3	†8,811	†8,890	†4,143

* $45,762 of this amount was expended in repairing the road after the destructive storms in Aug. and Sept., 1893. † Deficit. ‡ From rental.

PLANT AND EQUIPMENT—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 52 lb. T rail; 14 cars, of which 8 are motor cars, 4 trail cars and 2 freight cars.

OFFICERS.—Pres. Geo. H. Cook, 50 B'way, N. Y. City, Sec. R. D. A. Panott, Treas. James B. Van Woert, Gen. Man. & Supt. E. G. Johnson, Elecn. James Clifford, Ch. Engr. of Power Station Frank Mellove.

DIRECTORS.—J. P. Whitney, Glassboro, N. J.; Thos. W. Sinnott, Wenonah, N. J.; Richard L. Austin, B. A. Beal, Philadelphia, Pa.; D. A. Heald, J. B. Van Woert, New York City.

GENERAL OFFICE, Brigantine City, N. J.

Date of information May, 1900. b

BRISTOL, CONN.

Population in 1880, 5,347, in 1890, 7,382, in 1900, 9,643.

Bristol & Plainville Tramway Co.—Chartered Sept. 21, 1893. This company commenced operation in July, 1895.

CAPITAL STOCK, authorized, $1,000,000 issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $135,000; due Nov. 1, 1925; int. payable May and Nov.

OPERATION.—	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.
Receipts from passengers.........	$38,838	$26,572	$36,220	$38,709
" ltg. and other sources....	23,881	17,812	24,796	26,353
" total....................	62,719	44,384	61,025	65,062
Operating expenses..............	43,269	33,006	42,469	44,701
Earnings from operation........	19,450	11,378	18.556	20,361

Deductions from earnings.	1897.	1898.	1899.	1900.
Taxes........................	$1,924	$1,450	$1,701	$1,930
Interest.....................	7,237	5,381	7,295	7,301
Net income...................	10,289	4,547	9,560	11,130
Dividends paid...............	6,000	3,000	6,000	6,000
To surplus account............	4,289	1,547	3,560	5,130

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.
Passengers carried..............	786,109	543,032	735,790	788,297
Car miles run...................	209,621	145,629	208,175	210,408
Total receipts per car mile.......	$.299	$.304	$.293	$.309
Operating expenses per car mile..	.206	.226	.204	.223

BALANCE SHEET.—Dated

	Sept. 30,		June 30,		
ASSETS.	1896.	1897.	1898.	1899.	1900,
Construction............	$218,546	$224,716	$231,332	$232,385	$234,231
Equipment.............	27,481	27,481	31,526	31,526	32,419
Office furniture.........	620				
Materials on hand......	727	1,201	1,296	1,271	1,793
Accounts receivable....	3,139	2,937	4,550	4,860	2,950
Cash..................	2,147	1,650	3,396	1,471	4,148
Total.............	$252,660	$257,984	$272,100	$271,513	$275,541
LIABILITIES.					
Capital stock..........	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt...........	106,000	125,000	135,000	135,000	135,000
Unfunded debt.........	30,000	10,000	12,500	12,000	10,000
Accounts payable......	3,042	5,267	5,199	1,552	2,451
Profit and loss (surplus).	13,618	17,717	19,401	22,961	28,090
Total.............	$252,660	$257,984	$272,100	$271,513	$275,541

PLANT AND EQUIPMENT.—Miles of track (electric), 7.9; 56 lb. and 60 lb. T rail; 15 motor cars, 2 snow plows; 650 H. P. Harris, Corliss & Bass engines; Gen. Elec. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. Chas. S. Treadway, V. Pres. N. E. Pierce, Sec. A. J. Muzzy, Treas. M. L. Tiffany, Supt. & Gen. Man. G. E. Cockings.

DIRECTORS.—A. L. Sessions, N. E. Pierce, W. A. Ingraham, Wm. S. Ingraham, A. J. Muzzy, M. L. Peck, O. F. Strunz, Chas. S. Treadway, E. N. Pierce.

GENERAL OFFICE, Highland Court, Bristol, Conn.

Date of information, Jan., 1901. z

BRISTOL, TENN. AND VA.

Population in 1880, 3,209, in 1890, 6,226, in 1900, 9,850.

Bristol Belt Line Railway Co.—Chartered Feb. 22, 1890, in perpetuity.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 motor cars; Walker and Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. James Strong, V. Pres. & Gen. Man. B. L. Dulaney, Sec. & Treas. J. H. Caldwell, Asst. Gen. Man. & Aud'r, C. D. Caldwell, Supt. Pur. Agt. & Elecn. Sam'l M. Vance, Ch. Engr. of Power Station J. Gannon.

Date of information, Feb., 1901. z

BROCKTON, MASS.

Population in 1880, 13,608, in 1890, 27,294, in 1900, 40,063.

Brockton Street Railway Co.—Chartered Dec. 28, 1880; municipal franchises granted Dec. 16, 1880. Annual meeting fourth Tuesday in Oct. Since 1894 the following companies have been consolidated into this company, all of the companies being now controlled by the Massachusetts Electric Companies. In 1894, Brockton & Holbrook Street Ry. Co., East End Street Ry. Co., Whitman Street Ry. Co.; in May, 1895, Brockton & Stoughton Street Ry. Co.; Feb., 1900, Brockton & East Bridgewater Street Ry. Co., Brockton, Bridgewater & Taunton Street Ry. Co., Taunton & Brockton Street Ry. Co., Boston, Milton & Brockton Street Ry. Co.; in July, 1900, Quincy & Boston Street Ry. Co., New Bedford, Middleboro & Brockton Street Ry. Co., and in Jan., 1901, Globe Street Ry. Co., each with its constituent companies. In Mar., 1901, final consolidations to include the Newport & Fall River St. Ry. Co. and the Newport Illuminating Co. (R. I. corporations) were determined upon, the whole system to be operated under the name of the Old Colony Street Ry. Co.

Capital Stock, authorized and issued, Jan., 1901, $3,752,400; par value, $100 per share.

Funded Debt.—Total authorized and issued, Sept. 30, 1900, $1,540,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $667,000, in escrow (see Note), $83,000; dated

Oct. 1, 1894, due 1924; denom. $1,000; int. payable Apr. and Oct., at office of State St. Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Note.—$83,000 of the first mortgage bonds are held in escrow to retire the company's own and guaranteed debenture bonds as follows: $9,000, 4½ p. c., due 1905; $25,000, 4½ p. c., due 1906; $33,000, 4½ p. c., due 1910; $16,000, 5 p. c., due 1912.

ADDITIONAL LIENS.

Braintree St. Ry. Co.'s *first mortgage 5 p. c. bonds, $35,000; due 1914.

Taunton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; due 1917.

Brockton, Bridgewater & Taunton Street Ry. Co.'s first mortgage 5 p. c. bonds, $200,000; due 1917.

Brockton & East Bridgewater Street Ry. Co.'s first mortgage 5 p. c. bonds, $30,000; due 1918.

Boston, Milton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; due 1919.

New Bedford, Middleboro & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $325,000; due 1920.

Globe Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $750,000; due Apr. 1, 1912; Massachusetts Loan & Trust Co., trustee of mortgage.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, $550,000; due July 1, 1912; New York Security & Trust Co., trustee.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, $125,000; due Mar. 1, 1910; New York Security & Trust Co., trustee.

* These bonds were previously guaranteed by the Quincy & Boston Street Ry. Co.

Operation.—The following is a report of all the companies of this system which were consolidated before Sept. 30, in each year.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Receipts from pass....	$299,304	$325,146	$330,560	$362,942	$602,361
" other sources.	7,561	7,110	7,044	4,346	16,344
" total..........	306,865	332,256	337,604	367,288	618,705
Operating expenses....	190,513	207,155	212,436	200,890	343,371
Earnings from op'r't'n.	116,352	125,101	125,168	166,398	275,334
Deduc's from earn'gs.					
Interest on bonds..	37,033	37,035	37,097	37,133	55,302
Int. on float'g d'bt.	2,277	6,305	7,482	2,568	17,279
Taxes............	9,637	10,333	10,000	18,238	29,088
Written off various accounts........	24,620				
Other deductions..		14,689	17,221	42,591	24,537
Net income...........	42,785	56,739	53,369	65,868	149,128
Dividends paid...... ..	35,760	35,760	35,760	*54,440	†42,125
To surplus account....	7,025	20,979	17,609	11,428	107,003
Total credit of profit and loss accounts of consolidated companies, etc............					92,116
Total surplus account.	24,751	42,816	50,425	52,253	251,372
P.c.op. ex. to tot'l rc'ts.	62.1	62.4	62.9	54.7	55.5

*1½ p. c on $596,000 1st quarter, 6½ p. c. on $700,000 balance of year. †1¾ p. c. on $700,000 and 2½ p. c. on $1,195,000.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Revenue passengers carried.	6,676,255	6,787,425	7,273,966	11,985,866
Car miles run..............	1,503,805	1,463,110	1,491,171	2,565,023
Total receipts per car mile.	$.221	$.230	$.246	$.241
Op. ex, per car mile........	.138	.145	.134	.134

Dividends paid in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892-3-4-5-6-7-8, 6 p. c.; 1899, *8 p. c.; in 1900, †4¼ p. c.

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road............	$ 797,726	$ 823,924	$ 856,084	$2,784,575
Cost of equipment.......	328,252	328,101	366,682	813,104
Other permanent invest..	372,211	365,711	368,936	886,444
Cash and current assets..	29,262	39,942	19,436	232,670
Material and supplies....	11,964		55,381	88,712
Other assets............	14,454	21,339		3,211
Total...............	$1,541,906	$1,579,017	$1,666,519	$4,808,716
LIABILITIES.				
Capital stock............	$ 596,000	$ 596,000	$ 700,000	$2,312,400
Funded debt............	750,000	750,000	750,000	1,540,000
Accrued interest.........	18,068	10,562	15,824	
Loans and notes payable.				540,000
Accrued liabilities.......			46,340	23,780
Bills and accounts payable	132,827	159,068	79,683	106,450
Other liabilities..........	9,700	7,700	38,243	34,714
Profit and loss (surplus)..	42,816	50,425	52,253	251,372
Total...............	$1,541,906	$1,579,017	$1,666,519	$4,808,716

Plant and Equipment.—Miles of track (electric), Sept. 30, 1900, 175.2; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 48 lb. T and 70 lb. and 80 lb. girder rail; 4 horses, 259 motor cars, 38 snow plows, and 38 miscellaneous cars; Allis and Ball engines, Gen. Elec. dynamos and motors, Briggs, Brill, Jones, Newburyport, Laconia and Stephenson cars, Bemis trucks.

Officers.—Pres. P. F. Sullivan, Boston; V. Pres. J. P. Morse, Brockton; Sec. H. E. Reynolds, Brockton; Treas. J. H. Goodspeed, Boston; Aud. D. Dana Bartlett, Boston; Gen. Man. E. C. Foster, Boston; Supt. H. B. Rogers, Brockton; Pur. Agt. Fred'k Taylor, Boston; Elec. Engr. C. F. Bancroft, Boston; Ch. Engr. of Power Station D. A. Valentine, Supt. of Randolph & Holbrook Div. Jno. Conway, Supt. of Whitman, Stoughton & No. Easton Div. Geo. W. Smith.

Directors.—H. B. Rogers, F. B. Howard, Jno. R. Graham, Wm. Jones, P. F. Sullivan, J. H. Goodspeed, John P. Morse.

General Offices, 203 Main St., Brockton, Mass., and 104 Ames Bldg, Boston, Mass.

Reference.—Increase of stock, Vol. X, Nov., '94, p. 755; operating detail, Vol. XIV, Sept., '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489; cost of elec. power gen., Vol. XIV, Sept., '98, p. 492; description, Vol. XVI. Nov., 17, '00, p. 1,128 (map).

Date of information, Feb., 1901. z

Brockton, Bridgewater & Taunton Street Railway Co.—

Chartered to build an electric railway from Brockton to Taunton via Bridgewater. This road commenced operation June 14, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $225,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $200,000; coupon, but may be registered; dated Aug. 1, 1897, due 1917; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—	3½ mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	Period ending Feb. 10, 1900.
Receipts from passengers.......	$37,408	$69,485	$77,325	$25,138
" " other sources....	1,583	1,792	2,379	845
" total.................	38,991	71,277	79,704	25,983
Operating expenses............	14,823	41,604	58,449	20,047
Earnings from operation........	24,168	29,673	21,255	5,936
Deductions from earnings.				
Interest on funded debt.....	1,667	10,000	10,000	3,333
Taxes......................	1,542	3,244	3,319	1,379
Int. and dis. on unf'ded debt		4,012	5,358	1,948
Other deductions...........		2,403		
Net income....................	20,959	10,014	2,578	*724
Dividends paid.................		6,750	6,750	
Surplus account...............	10,959	3,264	*4,172	
Total surplus account..........	10,508	13,622	9,450	8,727

*Deficit.

STATISTICS OF TRAFFIC.

	3½ mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	Period ending Feb. 10, 1900.
Revenue passengers carried..	748,155	1,353,082	1,555,760	515,526
Car miles run...............	173,699	490,006	466,675	168,237
Total receipts per car mile....	$.224	$.146	$.170	$.154
Oper'ing exp'ns per car mile..	.085	.085	.125	.119

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	Feb. 10, 1900.
Cost of road....................	$337,628	$351,641	$361,715	$364,287
" " equipment.............	59,305	61,966	73,089	74,231
Land and buildings	84,080	107,172	107,747	107,747
Cash and current assets..........	18,299	17,968	10,579	9,343
Other assets....................	1,342	3,202		
Total....................	$500,664	$541,950	$553,130	$555,608
LIABILITIES.				
Capital stock....................	$225,000	$225,000	$225,000	$225,000
Funded debt....................	200,000	200,000	200,000	200,000
Current liabilities...............	64,705	101,660	112,590	120,593
Accrued liabilities..............		1,667	6,089	1,288
Profit and loss (surplus).........	10,959	13,622	9,451	8,727
Total....................	$500,664	$541,950	$553,130	$555,608

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 56 lb. T rail; 24 motor cars, 4 electric snow plows, Gen. Elec. motors.

Officers.—Pres. & Gen. Man. H. B. Rogers, Brockton; V. Pres. John P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—William Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, John P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1901. z

Brockton & East Bridgewater Street Railway Co.—Chartered 1894. This road commenced operation July 3, 1897. On Feb., 10, 1900, this company was consolidated with the Brockton St. Ry., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $30,000; dated Feb. 1, 1898, due 1918; int. payable Feb. and Aug. at office of American Loan & Trust Co., of Boston, trustee of mortgage,

Operation.—	3 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.	Per'd en'g Feb. 10, 1900.
Receipts from passengers	$	$	$19,243	$7,033
" other sources			96	39
Total receipts	5,986	18,428	19,339	7,072
Operating expenses	4,770	13,833	16,342	4,822
Earnings from operation	1,216	4,595	2,997	2,250
Deductions from earnings.				
Interest	466	1,984	2,171	767
Taxes		634	673	284
Renewal account				1,000
Net income	751	1,977	153	199
Total surplus	751	2,727	1,629	1,829
Dividends paid			1,250	

STATISTICS OF TRAFFIC.	Year ending Sept. 30, 1899.	Per'd en'g Feb. 10, 1900.
Revenue passengers carried	386,223	144,604
Car miles run	112,263	36,442
Gross receipts per car mile	$.172	$.194
Operating expenses	.145	.132

Balance Sheet.—Dated Sept. 30,				Feb. 10,
ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$58,226	$64,572	$65,839	$65,839
" " equipment	14,677	15,254	16,473	16,473
Land and buildings	9,112	9,578	13,457	13,457
Cash and current assets	3,544	4,874	4,733	2,532
Total	$85,558	$94,277	$100,502	$98,301
LIABILITIES.				
Capital stock	$50,000	$50,000	$50,000	$50,000
Funded debt			30,000	30,000
Current liabilities	34,808	41.550	17,734	15,348
Accrued liabilities			1,138	124
Profit and loss (surplus)	751	2,727	1,630	1,829
Total	$85,558	$94,277	$100,502	98,301

Plant and Equipment.—Miles of track (electric), 9.4; 6 motor cars, 3 open and 3 closed.

Officers.—Pres. & Gen. Man. Horace B. Rogers, Brockton; V. Pres. J. P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—Wm. Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, J. P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

References.—Description of car barn, Vol. XV, Mar. '99, p. 67.

Date of information, Feb., 1901. z

Brockton & Plymouth Street Railway Co.—This company was chartered in Nov., 1899, to construct an electric railway as an extension of the Plymouth & Kingston St. Ry. from its terminus at Kingston through Whitman to Brockton. The road was placed in operation July 17, 1900. On Oct. 30, 1900, the Pembroke St. Ry. Co. and the Plymouth & Kingston St. Ry. Co. were consolidated with this company.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Operation.—Period from July 17, to Sept. 30,	1900.
Receipts from operation	$6,635
Operating expenses	4,798
Earnings from operation	1,837
Taxes	1,272
Net income	565
Total surplus	565

Balance Sheet.—Dated Sept. 30,	1900.
ASSETS.	
Cost of road	$110,564
Cost of equipment	24,997
Other permanent investments	130,093
Cash and current assets	3,922
Other assets	1,458
Total	$271,034
LIABILITIES.	
Capital stock	$150,000
Loans and notes payable	85,000
Current liabilities	35,402
Accrued "	67
Profit and loss	565
Total	$271,034

Plant and Equipment.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 60 lb. T rail; 19 motor cars, Gen. Elec. motors.

Officers.—Pres. J. D. Thurber, V. Pres. C. I. Litchfield, Sec. & Treas. E. Wadsworth, Boston; Gen. Man. E. J. B. Huntoon, Supt. Dennis G, Trayers, Plymouth.

Directors.—W. C. Forbes, C. H. French, E. S. Webster, C. A. Stone, W. E. Damon, E. J. B. Huntoon, J. D. Thurber, C. I. Litchfield, H. G. Bradlee.

General Office, 93 Federal St., Boston, Mass.

Date of information, Mar., 1901. z

Boston, Milton & Brockton Street Railway Co.—This road commenced operation July 11, 1899, running between and in Milton, Quincy and Randolph. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $120,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $100,000, dated July 1, 1899, due in 1919.

Operation.—	July 11 to Sept. 30, 1899.	Sept. 30, 1899 to Feb. 10, 1900.
Receipts from passengers	$10.989	11,610
Operating expenses	6,723	8,909
Earnings from operation.,	4,266	2,701
Deductions from earnings.		
Interest	1,653	2,500
Taxes	653	357
Renewal account		1,500
Net income	1,960	*1,656
Surplus	1,960	303

STATISTICS OF TRAFFIC.	July 11 to Sept 30, 1889.	Sept. 30. 1899 to Feb. 10, 1900.
Revenue passengers carried	220,412	251,662
Car miles run	52,311	83,670
Total receipts per car mile	$.210	$.139
Operating ex. per car mile	.128	.106

Balance Sheet.—Dated	Sept. 30, 1899.	Feb. 10, 1900
ASSETS.		
Cost of road	$214,796	$216,124
" " equipment	38,798	43,984
Other permanent investments	15,946	16,214
Cash and current assets	8,715	3,712
Total	$278,255	$280,034
LIABILITIES.		
Capital stock	$120,000	$120,000
Funded debt	100,000	100,000
Current liabilities	55,045	57,439
Accrued liabilities	1,250	792
Renewal account		1,500
Profit and loss (surplus)	1,960	303
Total	$278,255	$280,034

Plant and Equipment.—Miles of track (electric), 10.36; guage, 4 ft. 8½ in.; 15 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. Benjamin J. Weeks, Quincy.

Directors.—Patrick Sullivan, Jos. H. Goodspeed, P. H. Saltonstall, Fred'k H. Smith, John R. Graham, Eugene N. Foss, Gordon Abbott.

General Office, Quincy, Mass.

Date of information, Feb., 1901. z

New Bedford, Middleboro & Brockton Street Railway Co.—Chartered in Mar., 1899. This company commenced operation June 16th, 1899 and operates from New Bedford to Bridgewater Center and Taunton, where it connects with the Brockton, Bridgewater & Taunton Rv. On July, 18, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $350,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $325,000; dated Jan. 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass.

Operation.—	Period from June 16 to Sept. 30, 1899.	Sept. 30, 1899 to July 18, 1900.
Receipts from passengers..	$12,436	$49,666
" other sources.....	180	503
" total.............	12,616	50,169
Operating expenses.......	8,202	46,852
Earnings from operation..	4,414	3,317
Deductions from earnings.		
Interest...............	1,732	7,629
Taxes.................	2,564	3,314
Other deductions......		139
Net income...............	117	*7,765
Net credits profit & loss ac.		33,770
Total surplus July 18, 1900.		26,122

Balance Sheet.—Dated

ASSETS.	Sept.30, 1899.	July 18, 1900.
Cost of road and equipment..............	$477,526	$628,963
" land and buildings..................	3,785	107,453
Cash and current assets.................	202,461	6,469
Other assets............................		4,523
Total..............................	$683,772	$747,408
LIABILITIES.		
Capital stock............................	$326,575	$350,000
Funded debt.............................		$325,000
Loans and notes payable..................	351,960	20,000
Audited accounts.........................	2,556	21,974
Accrued taxes............................	2,564	4,312
Profit and loss (surplus).................	117	26,122
Total..............................	$683,772	$747,408

Plant and Equipment.—Miles of track (electric), 35.64; gauge, 4 ft. 8½ in.; 60 lb. T rail; 30 motor cars; 1,200 H. P. station plant; Gen. Elec. motors.

Officers.—Pres. J. P. Morse, Brockton; V. Pres. John J. Whipple, 53 Boylston St., Boston; Treas. & Clerk, Henry E. Reynolds, Brockton; Gen. Man. H. B. Rogers, Brockton; Supt. A. C. Ralph, Bridgewater; Ch. Engr. of power station, H. L. Brown, East Freetown, Mass.

Directors.—John J. Whipple, A. M. Bearse, Fred C. Hinds, Wm. Jones, Geo. A. Butman, J. P. Morse, H. E. Reynolds, F. B. Howard, J. H. Goodspeed, P. F. Sullivan, H. B. Rogers.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1901. z

BROOKFIELD, MASS.

Population in 1880, 2,820, in 1890, 3,352, in 1900, 3,062.

Warren, Brookfield & Spencer Street Railway Co.—Chartered Mar., 1896. This company commenced operation on June 29, 1896.

CAPITAL STOCK, authorized, $220,000, issued, $150,000, par value, $100 per share.

FUNDED DEBT. — First mortgage 5 p. c. gold coupon bonds, authorized and issued, $125,000; dated Nov. 1, 1896, due 1916; int. payable May and Nov., at office of the International Trust Co., of Boston, trustee of mortgage.

NOTE.—First mortgage provides that on and after Nov. 1, 1899, $2,000 per annum shall be passed to sinking fund.

OPERATION.—	3 mos. ending	Years ending Sept. 30,			
	1896.	1897.	1898.	1899.	1900.
Gross receipts......	$15,488	$33,687	$48,241	$58,142	$61,568
Operating expenses.	7,076	26,423	29,535	37,286	36,627
Earnings from op...	8,412	7,264	18,706	20,856	24,941
Deduc. from earnings.					
Int. on funded d't	995	2,550	6,250	6,250	6,250
" floating debt		1,166	1,476	3,907	4,313
Taxes..........	377	2,272	2,184	2,199	2,957
Other deductions			1,709	3,250	2,248
Net income.........	7,040	1,276	7,088	5,250	9,173
Dividends paid.....	6,000			3,750	3,750
To surplus account..	1,040		7,088	1,500	5,423
Total surp. account..	1,040	2,317	9,405	10,905	11,056

OPERATING EXPENSES.

	3 mos. ending	Years ending Sept. 30,			
	1896.	1897.	1898.	1899.	1900.
General expenses..	$ 1,223	$ 4,445	$ 4,620	$ 4,876	$ 3,673
Maint'ance of way and b'ld'gs....	7	1,671	3,038	5,188	3,073
Maint. of equip....	356	1,148	2,394	2,178	2,814
Transportation ex..	5,490	19,159	19,483	25,044	27,067
Total..........	$ 7,076	$26,423	$29,535	$37,286	$36,627

STATISTICS OF TRAFFIC.

	3 mos. ending	Years ending Sept. 30,			
	1896.	1897.	1898.	1899.	1900.
Rev. pass. carried..	307,591	667,473	966,236	1,170,573	1,243,575
Car miles run......	69,699	219,365	288,827	384,166	380,291
Gross rec. per c. m.	$.223	$.154	$.167	$.151	$.159
Op. ex. per car m..	.102	.121	.102	.097	.096

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road..................	$203,659	$238,562	$243,662	$247,857
" equipment...........	30,610	37,240	37,762	39,264
Land and buildings..........	58,855	63,662	65,669	65,669
Cash and current assets......	4,275	7,576	10,595	12,007
Material and supplies........	612	602	1,102	2,500
Total..................	$298,011	$347,653	$358,190	$367,297
LIABILITIES.				
Capital stock................	$150,000	$150,000	$150,000	$150,000
Funded debt................	68,000	125,000	125,000	125,000
Current liabilities...........	77,694	63,238	69,680	75,950
Accrued "			2,605	3,291
Sinking fund................				2,500
Profit and loss (surplus)......	2,317	9,405	10,905	11,056
Total..................	$298,011	$347,643	$358,190	$367,297

PLANT AND EQUIPMENT.—Miles of track (electric), 19.7; gauge, 4 ft. 8½ in.: 50 lb. and 60 lb. T and girder rail; 6 closed and 10 open motor cars, 2 snow plows; Slater engines, Gen. Elec. dynamos and motors, Massachusetts cars.

OFFICERS.—Pres. Alexander B. Bruce, Lawrence, Mass., Sec. & Treas. G. A. Butman, 8 Congress St., Boston, Supt. C. A. Jefts, Brookfield.

DIRECTORS.—N. Sumner Myrick, E. R. McPherson, C. A. Richardson, A. G. Van Nostrand, C. E. Barnes, Robert Redford, A. B. Bruce.

GENERAL OFFICE, Brookfield, Mass.

Date of information, Feb., 1901. z

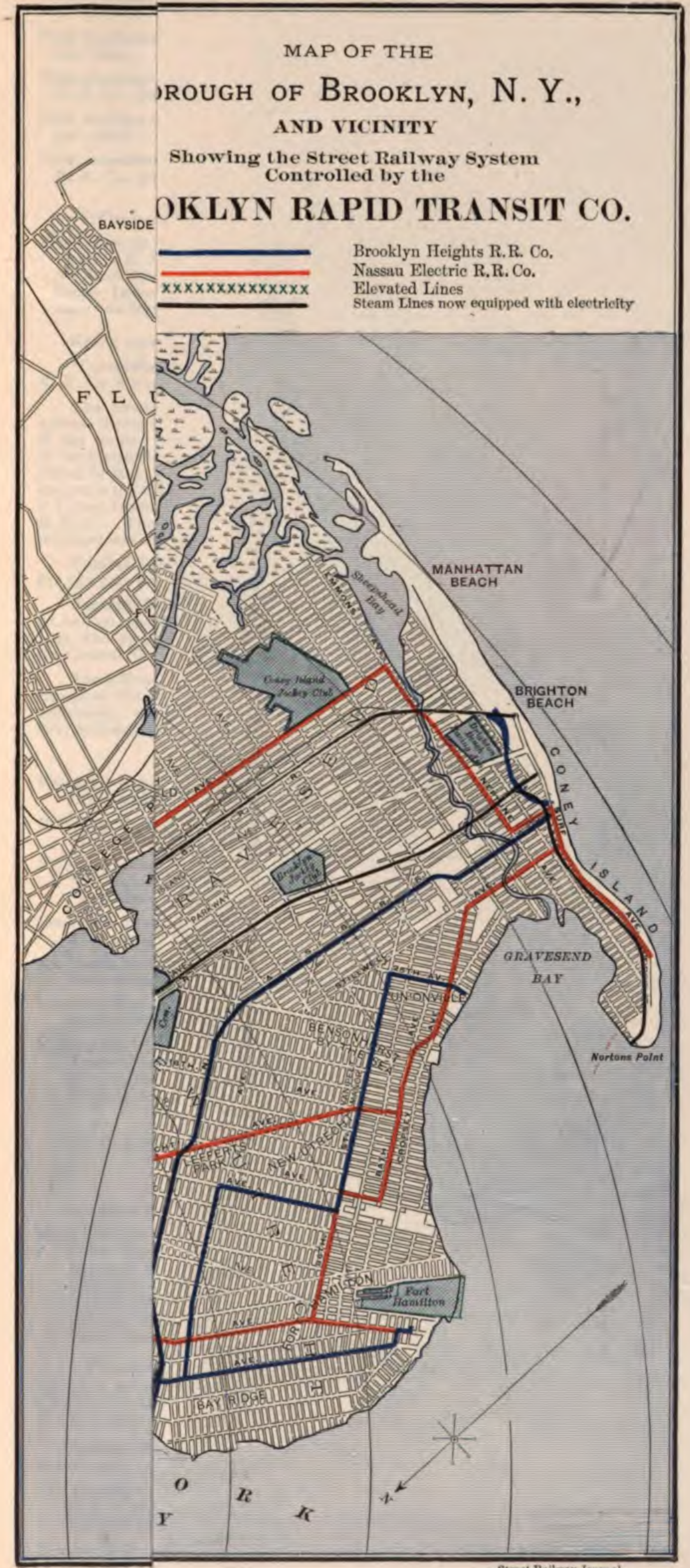
BROOKLYN, N. Y.

Population in 1880, 599,495, in 1890, 838,547, in 1900, 1,166,582.

Brooklyn Rapid Transit Co.—Chartered Jan. 17, 1896, under the laws of New York, as the successor to the Long Island Traction Co., whose assets were purchased under foreclosure of the collateral trust deed and transferred to the Brooklyn Rapid Transit Co. Annual meeting, last Friday in Jan. This company was organized for the purpose of controlling various street railway properties in Brooklyn through ownership of stock, and is not an operating company. The earnings are derived from interest on invested funds, and from the surplus earnings over and above interest and guaranteed dividend charges of the operating companies which it controls. For description of leases and of the guarantee fund see Brooklyn Heights R. R. Co.

The Brooklyn Rapid Transit Co., and its constituent companies, own the following securities :

1,462.28 shares capital stock Brooklyn Rapid Transit Co., par value..	$146,228
Entire capital stock Brooklyn Heights R. R. Co., which includes equity in 999 year lease of Brooklyn City R. R. Co. to Brooklyn Heights R. R. Co., par value......	200,000
Entire capital stock, Brooklyn, Queens County & Suburban R. R. Co., par value..........................	2,000,000
Entire capital stock, Sea Beach Ry. Co., par value......	650,000
121,929.72 shares common stock of the Brooklyn Union Elevated R. R. Co., par value.......................	12,192,972
47,143.53 shares 5 p. c. non-cumulative preferred stock of the Brooklyn Union Elevated R. R. Co., par value.....	4,714,353
Entire common stock of the Nassau Electric R. R. Co., par value...	8,500,000
60,520 shares out of total 65,000 shares of the 4 p.c. cumulative preferred stock of the Nassau Electric R. R. Co., par value....................................	6,052,000
Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding par value............................	35,400
First mortgage 5 p. c. bonds, Brooklyn Rapid Transit Co., par value....................................	375,000



Street Railway Journal

26,000

644,182
260,000

920,000
100,000

40,000

3,867,382
2,611,132

6,478,514

2,267,382

4,211,132

1900.

$239,549
275,725
176,903

692,177

355,663
{ 40,000
{ 50,371

446,034

246,143
322,741
623,426

of opera-
l Transit

1900.
1,376,804
391,746
1,768,550
7,106,373

4,662,117

736,721
3,398,684

526,772
623,426

Aug. and
erations,

1900.
2,560,074
3,053,330
66.85
$.2184
.1459

5,984,973
85,774

5,018,105
108,427
4,005,755
5,513,000
146,228
311,904
34,261
516,606
1,470,287

3,195,320

water & Taunto
idated with the
now controlled l

Capital Stc

Funded De
issued, $325,00(
payable Jan. ar
Boston, Mass.

Operation.-

Receipts from p
" other :
" total..
Operating exp(

Earnings from
Deductions froi
Interest...
Taxes.....
Other dedı

Net income....
Net credits pro
Total surplus J

Balance S

Cost of road a
" land ar
Cash and curr(
Other assets..

Total.....

Capital stock..
Funded debt..
Loans and not(
Audited accou
Accrued taxes
Profit and loss

Total.....

Plant and
4 ft. 8½ in.; 6
Gen, Elec. mo

Officers.–
53 Boylston S
ton; Gen. Mar
water; Ch. E
Mass.

Directors
Jones, Geo. A
J. H. Goodsp(

General (
Date of i:

Populatic

Warren,
ered Mar., 18(

CAPITAL
value, $100 p

FUNDED
authorized a
payable May
Boston, trust

NOTE.—l
$2,000 per an

OPERATI(

Gross receipt
Operating ex

Earnings fro

Deduc.from (
Int.on fu
" float
Taxes..
Other de

Net income.
Dividends p
To surplus a(
Total surp. a

First mortgage 5 p. c. bonds, Brooklyn, Queens County & Surburban R. R. Co., par value	*2,000,000
First mortgage 5 p. c. bonds, Brooklyn City R. R. Co., par value	*1,627,000
First mortgage 4–5 p. c. bonds, Brooklyn Union Elevated R. R. Co., par value	3,111,000
First mortgage 4 p. c. Kings County Elevated R. R. Co., par value	2,000,000
First consolidated mortgage 4 p. c. bonds, Nassau Electric R. R. Co., par value	27,000
Total	43,630,953
Also owns all right, title and interest of the Brooklyn Heights R. R. Co. in the construction account against the Brooklyn City R. R. Co., and the Prospect Park & Coney Island R. R. Co. for extensions and improvements on leased lines, amounting June 30, 1900	$5,126,532
Grand total	$48,757,485

*Composing guarantee fund for performance of Brooklyn City R. R. Co.'s lease.

The Brooklyn Rapid Transit Company in April, 1899, also acquired, through one of its constituent companies, all the properties of the former Brooklyn & Brighton Beach R. R. Co., and the work of reconstruction of this property as an electric railroad was completed in May, 1899. The company has also leased for the period of 999 years the Prospect Park & Coney Island R. R. Co., the New York & Coney Island R. R. Co., and the Prospect Park & South Brooklyn R. R. Co. The Kings County Elevated R. R. Co. has an issued bonded indebtedness of $7,000,000 in 4 per cent. bonds.

Capital Stock, authorized and issued, $45,000,000, outstanding, $44,853,772; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized, $7,000,000, issued, $6,625,000, in treasury, $375,000; dated Oct. 1, 1895, due 1945; denom. $1,000; int. payable Apr. and Oct. at office of the Central Trust Co., 54 Wall St., New York.

The following is a statement of the present total funded indebtedness of the Brooklyn Rapid Transit Co., including its constituent companies, with the amounts of annual interest. For detailed descriptions of mortgages and leases see the companies named:

	Amount Outstanding.	Rate. per cent.	Annual Charge.
Brooklyn Rapid Transit Co.			
Gold mortgage bonds	$6,625,000	5	$331,250
Brooklyn Heights R. R. Co.			
First mortgage bonds	250,000	5	12,500
B'klyn, Queens Co. & Surb. R.R. Co.			
*First mortgage bonds	3,500,000	5	175,000
*First consol. mortgage bonds	2,834,000	5	141,700
Jamaica & Brooklyn Road Co.			
First mortgage	240,000	5	12,000
Sea Beach Railway Co.,			
First mortgage bonds	650,000	4	26,000
Brooklyn Union Elevated R. R. Co.			
First mortgage bonds	16,000,000	4§	640,000
Nassau Electric R. R. Co.			
First consolidated mortgage bonds.	10,447,000	4	417,880
First mortgage bonds	660,000	5	33,000
Atlantic Ave. first cons. mtg. bonds	732,000	5	36,600
" " gen'l " " "	2,241,000	5	112,050
" " improv'nt " "	220,000	5	11,000
†B. B. & W. E. first mtg. series A.	250,000	5	12,500
† " " " " " B.	250,000	5	12,500
† " " second mortgage	52,000	5	2,600
" " general mortgage	121,040	5	6,052
Kings Co. Elev. R. R. Co. mtg. bonds	7,000,000	4	280,000
Brooklyn City R. R. Co.			
*First consol. mortgage	6,000,000	5	300,000
Brooklyn Crosstown R. R. bonds	200,000	5	10,000
Cal. Cem. & Greenpoint R. R. bds.	200,000	6	12,000
New Wmsburg & Flatb'h R. R. bds.	200,000	4½	9,000
Greenpoint & Lorimer R. R. bonds.	125,000	6	7,500
Grand St. & Newtown R. R. bonds.	200,000	5	10,000
Total interest charges			$2,611,132

*(Subject to call in 1916.)
†(Subject to call.)
§(5 p. c. after Feb. 1, 1905.)

Annual Rentals.—(Payable by Brooklyn Heights R. R. Co., as lessee), July 1, 1900:

*To Brooklyn City R. R.	
10 p. c. on capital stock	$1,200,000
Interest on bonds	348,500
*To Brooklyn, Queens Co. & Suburban R. R.	
Interest on bonds	328,700
*To Sea Beach R. R.	
Interest on bonds	26,000
*To Nassau Electric R. R.	
Interest on bonds	644,182
By terms of lease of Apr. 1, 1900	260,000
*To Brooklyn Union Elevated R. R.	
Interest on bonds	920,000
By terms of lease of Apr. 1, 1900	100,000
To Prospect Park & Coney Island R. R.	
New York & Coney Island R. R., Prospect Park & South Brooklyn R. R., whose properties are leased for 999 years at an annual rental of	40,000
Total rental charges	3,867,382
" interest charges	2,611,132
Total fixed charges	6,478,514
Less rentals and interest rebated to Brooklyn R. T. Co. by its ownership of stocks and bonds	2,267,382
Grand total fixed charges paid	$4,211,132

* In addition to organization expenses and taxes.

Income Account.—For year ending June 30,	1899.	1900.
RECEIPTS.		
Interest on bonds owned	$188,395	$239,549
Brooklyn Heights R. R. Co.'s surplus	471,555	275,725
Other income	182,425	176,903
Total	842,375	692,177
EXPENSES.		
Interest on bonds and loans	338,261	355,663
Taxes on capital stock	41,565	40,000
Miscellaneous expenses		50,371
Total	379,826	446,034
Surplus		246,143
Net surplus of constituent companies		322,741
Total surplus	54,542	623,426

Operation.—The following is the combined statement of operation for all the companies comprising the Brooklyn Rapid Transit system.

Year ending June 30,	1899.	1900.
Receipts from operation	$10,940,262	$11,376,804
" " other sources	375,771	391,746
" total	11,316,033	11,768,550
Operating expenses	7,221,291	7,106,373
Earnings	4,094,742	4,662,117
Deductions from earnings.		
Taxes	636,635	736,721
Interest, rentals, etc	3,659,988	3,398,684
To surplus on account of operation	*201,881	526,772
Total surplus " "	96,654	623,426

* Deficit.

The operation of the Kings Co. Elevated R.R. for July, Aug. and Sept., in both 1898 and 1899, are not included in these operations, that line having been operated independently at those times.

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried (including transfers)	265,280,728	272,560,074
Car miles run	54,649,266	53,053,330
Per cent oper. ex. to total receipts	70.24	66.85
Receipts per car mile	$.2037	$.2184
Operating expense per car mile	.1430	.1459

Balance Sheet.—Dated June 30, 1900.

ASSETS.

Cost of road and equipment	$85,984,973
Additions and betterments, not distributed	85,774
Equity in construction accounts.	
Brooklyn City R. R. Co	5,018,105
Prospect Park & Coney Island R. R.	108,427
Guarantee Fund	4,005,755
Treasury bonds	5,513,000
Brooklyn R. T. Co.'s stock	146,228
Accounts receivable	311,904
Prepaid insurance	34,261
Supplies not distributed	516,606
Cash on hand	1,470,287
Total	$103,195,320

LIABILITIES.	1909.
Capital stock B. R. T. Co	$45,000,000
Capital stock constituent companies not owned by Brooklyn Rapid Transit Co.:	
Nassau R.R. preferred, outstanding	448,000
Brooklyn Union preferred, outstanding	285,646
" " common, "	807,028
Funded debt B. R. T. Co	7,000,000
Sea Beach R. R. Co	650,000
Brooklyn, Queens Co. & Suburban R. R	6,574,000
Brooklyn Heights R. R	250,009
Brooklyn Union Elev. R. R	23,000,000
Nassau Electric R. R	15,000,040
Mortgages	226,725
Loans	1,000,000
Interest accrued	116,579
Taxes "	596,052
Rentals "	686,140
Audited vouchers	641,397
Accounts payable	110,106
Contingent accounts	180,181
Profit and loss (surplus)	623,426
Total	$103,195,320

Plant and Equipment.—(All owned or leased and operated by Brooklyn Heights R. R. Co.) Miles of track (elevated and surface), 522.89; gauge, 4 ft. 8½ in.; cars on surface lines, motor and cable 1,327 closed, and 1,545 open motor cars, 49 motor snow plows, 96 trail, freight and service cars, 10 express cars, 39 sweepers, total, 3,066; cars on elevated lines, closed, motor, 91, trail, 492, trail, open, 61, service cars, 28, total, 672; locomotives, 142; grand total, 3,880; 7 power stations, with 104 boilers of 24,300 H. P.; 36 engines, with 35,350 H. P., and 39 generators 24,560 K. W. capacity, 3 storage batteries with 2,200 K. W. hours capacity.

Officers.—Pres. Clinton L. Rossiter, V. Pres. H. C. Du Val, 2d V. Pres. Timothy S. Williams, Auditor W. B. Longyear, Gen. Man J. C. Brackenridge, Sec. & Treas. C. D. Meneely.

Directors.—Clinton L. Rossiter, Timothy S. Williams, A. R. Flower, E. H. Harriman, W. G. Oakman, H. H. Porter, A. Belmont, A. N. Brady (Chairman), Horace C. DuVal, John G. Jenkins, Henry Seibert, D. H. Valentine, R. Somers Hayes.

General Office, 168 Montague St.

References.—Financial report, Vol. IX, Aug., '93, p. 558; description of road (brief), Vol. XII, Oct., '96, p. 605; financial characteristics and operating organization, Vol. XIII, Dec. '97, p. 842; traffic difficulties, Vol. XVI Jan. 6, '00, p. 31 (ill. and map); electrolytic condtions, Vol. XVI, May 26, '00, p. 514, June, '00, p. 469; third rail system at Manhattan Beach, Apr. 7, '00, p. 379; snow and ice test, int., p. 331 (ill.); traffic changes, June 2, '00, p. 569; ten cent fsres, June 16, '00, p. 581; ten cent fares discussion, June 23, '00, p. 591; electricity on elevated railroads, June 23, '00, p. 590; court decision, July 28, '00, p. 681; collecting fares, Aug. 11, '00, p. 766; description of repair shops, Dec. 1, '00, p. 1143 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Brooklyn Heights Railroad Co.—Chartered Apr. 1, 1887. Annual meeting Thursday after second Wednesday in Jan.

Capital Stock, authorized and issued, $200,000; par value, $100 per share. The entire capital stock of this company is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; coupon, but may be registered; dated Apr. 1, 1891, due 1941 (see Note); denom. $1,000; int. payable Apr. and Oct., at office of People's Trust Co., of Brooklyn, trustee of mortgage.

Leased Roads.—The company operates the property of the Brooklyn City R. R. Co. under a 999 year lease, and in consideration therefor, guarantees the payment of the lessor's fixed charges and a dividend of 10 p. c. on its capital stock ($12,000,000).

By the terms of the lease the lessor agreed to expend in the conversion of its various systems from horses to electricity all of the moneys it received from the sale of $3,000,000 of capital stock and $3,000,000 of bonds (authorized, but unissued at the time of the lease) reserving to itself whatever surplus moneys resulting from previous operation, after certain deductions, remained on hand at the time the control of the property was assumed by the lessee and whatever premiums were realized from the sale of its stock and bonds. All accrued obligations at the time of taking possession were to be paid by the lessor. The cost of such construction as remained uncompleted and such extensions as are from time to time necessary or desirable is to be met by the lessee and is to become a contingent charge against the lessor, to be adjusted at the termination of the lease, or at such time and in such manner as may be agreed upon by the lessee and lessor corporations.

The company also leases the properties of the Brooklyn, Queens County and Suburban R. R. Co. and the Sea Beach Ry. Co., the annual rental in each case being a sum equivalent to the fixed charges, taxes and organization expenses of the lessor. On Apr. 1, 1899, it leased for one year the properties of the Nassau Electric R. R. Co. for $150,000, plus all fixed charges, taxes and organization expenses. On Feb., 1900, this lease was extended for 999 years from Apr. 1, 1900, by the terms of which the lessee is to pay all fixed charges, taxes and organization expenses of the lessor company, and in addition all net earnings of the property, guaranteeing said earnings to be not less than 4 p. c. of the lessor company's outstanding preferred stock ($6,500,000), and on Apr. 1, 1899, it leased the property of the Brooklyn Union Elevated R. R. Co. for one year, the rental being $100,000 per year, plus all fixed charges and organization expenses. On Apr. 1, 1900, this lease was extended for one year.

On June 17, 1899, the company leased for 999 years the properties of the Prospect Park & Coney Island R. R. Co. and its allied lines at an annual rental of $840,000.

On July 1, 1899, the company also leased for one year the properties of the Sea View R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses. On May 9, 1900, the Sea View R. R. was merged with the Kings Co. Elevated R. R. and its stock and bonds cancelled.

On Oct. 1, 1899, the company also leased the properties of the Kings Co. Elevated R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses On May 24, 1900, the Kings County Elevated R. R. was merged with the Brooklyn Union Elevated R. R.

Guarantee Fund.—To guarantee the faithful performance of the conditions of the lease of the Brooklyn City R. R. Co., the Long Island Traction Co. (the predecessor of the Brooklyn Rapid Transit Co.) deposited in various trust companies and banks a guarantee fund of $4,000,000, the income of which is to be paid to the lessee. In case of default in the payment of any of the fixed charges of the lessor, the lessee is authorized to use $250,000 of the guarantee fund, but no part of the guarantee fund can be impaired to an extent which shall reduce such fund below $3,750,000.

The guarantee fund originally consisted of bonds of the Brooklyn City R. R. Co. of the par value of $1,860,000, purchased at $107.50, market value, $1,999,500; $2 000,000 first mortgage bonds of the Brooklyn, Queens County & Suburban R. R. Co. at par; and $500 in cash, aggregating $4,000,000.

On July 1, 1894, the company "technically defaulted" on the payment of a portion of the rentals due the Brooklyn City R. R. Co. and in accordance with the provisions of the lease it withdrew from the guarantee fund the equivalent of $250,000, the actual withdrawal being $233,000 of Brooklyn City R. R. bonds. The value of the securities now held in the guarantee fund was, on Dec. 31, 1900:

	Par value.
Brooklyn City bonds	$1,627,000
Brooklyn, Q. Co. & Sub. bonds	2,000,000
Cash	975
Total	$3,627,975

Operation.—The following is the operating report of the Brooklyn Heights R. R. Co. for the year 1897, and for the Brooklyn Heights R. R. Co., the Brooklyn, Queens Co. & Suburban R. R. Co., and the Sea Beach Ry. Co. for 1898 and thereafter. For the combined report of the Brooklyn Rapid Transit system see Brooklyn Rapid Transit Co.

Year ending Dec. 31,			June 30,	
	1897.	1898.	1899.	1900.
Rects. from operation	$5,201,914	$5,874,535	$7,237,755	$11,376,804
" other sources	250,130	188,346	174,692	211,706
" total	5,452,044	6,062,881	7,412,447	11,588,510
Operating expenses	3,105,287	3,546,425	4,416,117	7,048,493
Net earnings from op.	2,346,757	2,516,456	2,996,330	4,540,017
Deduct. from earn'gs.				
Int. on bonds and floating debt	511,344	282,620	21,570	16,505
Taxes	152,420	176,063	253,254	696,721
Rentals	1,563,917	1,754,548	2,268,339	3,551,066
Net income	119,076	303,225	453,167	275,725
P.c.op. ex. to tot. rects.	56.9	58.49	59.57	60.82

Balance Sheet.—Dated	Dec. 31,		June 30,	June 30.
ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip.	$ 465,382	$ 465,925	$ 465,398	$462,498
B'kl'n City R.R. con. acct.	3,698,345	4,635,520	4,764,048	
Stock and bonds	25,000			
Supplies	121,757	160,398	152,370	516,607
Betterments	200,739	264,149		6,266,975
Open accounts	293,233	170,481	409,433	301,467
Cash	292,523	182,733	437,553	18,379
Bills receivable.		38,213	38,213	
Insurance paid	8,151	24,470	37,985	34,261
Total	$5,105,134	$5,941,890	$6,305,000	$7,600,187
LIABILITIES.				
Capital stock	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Funded debt	250,000	250,000	250,000	250,000
Bills payable	100,000	175,000		647,053
Accrued interest	47,459	3,990	3,642	3,249
Accrued taxes	120,689	38,819	196,076	535,034
Rentals	302,145	430,433	613,748	836,320
Wages and supplies Open accounts	261,420	241,931	292,058	
Other liabilities	19,000	19,000	19,000	27,875
Brooklyn R. T. Co.'s equity in Brooklyn C. R. R. const. acct.	3,673,065	4,528,503	4,730,476	5,100,656
Profit and loss (surplus).	131,354	54,213		
Total	$5,105,134	$5,941,890	$6,305,000	$7,600,187

Plant and Equipment.—Including leased lines.

	Owned.	Leased.	Surface.	Elevated.	Total.
Miles of track (electric)	1.26	521.63	455.07	67.82	522.89

Gauge, 4 ft. 8½ in.; 50 lb. to 98 lb. T and 9 in. girder rail; 142 locomotives, 3,066 surface motor cars, 672 elevated passenger cars, 18 mail, 10 express, 96 trail cars and 39 sweepers, 49 snow plows; 14,900 H. P. Babcock & Wilcox boilers, Allis and McIntosh & Seymour engines, Gen. Elec. dynamos, Gen. Elec., West., Curtis and Walker motors, Brill, Barney & Smith, Jones, Laconia, L. & F., Pullman, St. Louis and Stephenson cars; Baltimore, Barney & Smith, Brill, L. & F., McGuire, Peckham, Taylor and White trucks.

Officers.—Pres. & Gen. Man. Clinton L. Rossiter, V. Pres. H. C. DuVal, 2d V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely, Audr. W. B. Longyear, Actg. Gen. Man. & Ch. Engr. J. C. Brackenridge, Engr. Equipment and Line H. H. Williams, Engr. Maintenance of way E. H. Packe, Elec. Engr. Charles E. Roehl, Supt. of Surface System W. W. Wheatly, Supt. of Elevated Systems B. W. Folger, Jr., Pur. Agt. L. Van Cott, Supt. of Equip. Eugene Chamberlin, Gen. Pass. Agt. H. M. Kennedy.

Directors.—Anthony N. Brady, Albany, N. Y.; Clinton L. Rossiter, Henry Seibert, T. S. Williams, H. H. Porter, E. H. Harriman, A. R. Flower, W. G. Oakman, A. Belmont, J. G. Jenkins, Horace C. DuVal, D. H. Valentine, R. Somers Hays.

General Office, 168 Montague St.

References.—Description of road, Vol. VII, Aug., '91, p. 395 (ill); (brief), Vol. VIII, May, '92, p. 275; change of owner, Vol. IX, Jan., '93, p. 66; description of rail cars (brief), Vol. XIII, Apr., '97, p. 236 (ill.); operating detail Vol. XIII, Apr., '97, p. 225 (ill.); operating detail, Vol. XIII, Apr., '97, p. 224; express service, Vol. XII, June, '96, p. 357; telephone service, Vol. XIII, May, '97, p. 294; general passenger dept., Vol. XIII, June, '97, p. 341 (ill.); operating detail, Vol. XIII, June '97, p. 348 (ill.); description of power plant, Vol. XIII, July '97, p. 401 (ill.); instruction book for inspectors, Vol XIV, Jan. '98, p. 15 (ill.); employment bureau of, Vol. XIV, June, '98, p. 333.; description of truck, Vol. XIV, Sept., '98, p. 555 (ill.); operating problems, Vol. XVI, Mar. 17, '00, p. 293.

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

The Brooklyn City Railroad Co.—Chartered Dec. 17, 1853, under N. Y. General Railroad Law of 1850. Annual meeting second Monday in Jan. The following companies have been at various dates consolidated with this company: Bushwick R. R. Co., Brooklyn Crosstown R. R. Co., Calvary Cemetery, Greenpoint & Brooklyn R. R. Co., New Williamsburgh & Flatbush R. R. Co., Greenpoint & Lorimer Street R. R. Co., Grand Street & Newtown R. R. Co. and South Brooklyn Street R. R. Co.

Lease.—The entire property and franchises of the company were leased on Feb. 14, 1893, to the Brooklyn Heights R. R. Co. for 999 years, and possession given to lessee on June 6, 1893. The lessee guarantees the company's fixed charges and a dividend of 10 p. c. per annum on its capital stock, $12,000,000. (For description of lease and of guarantee fund see Brooklyn Heights R. R. Co.).

Capital Stock, authorized and issued, $12,000,000; par value, $10 per share. Guaranteed 10 p. c. dividends, payable quarterly, Jan. (15), Apr., July, Oct.

Funded Debt.—Total authorized and issued, $6,925,000, as follows: (First) consolidated mortgage 5 p. c. bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1891, due 1941, but payable at the company's option in 1916; denom. $500 and $1,000; int. payable Jan. and July, at office of the company, and at Nassau National Bank, of Brooklyn; trustee of mortgage, Kings County Trust Co., of Brooklyn.

Brooklyn Crosstown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000, due July 1, 1908; denom. $1,000; int. payable Jan. and July.

Calvary Cemetery, Greenpoint & Brooklyn R. R. Co.'s first mortgage 6 p. c. bonds, $200,000; due June 1, 1907; denom, $1,000; int. payable June and Dec.

New Williamsburgh & Flatbush R. R. Co.'s first mortgage 7 p. c., bonds, $200,000; due 1897; denom. $1,000; int. payable Feb. and Aug. Extended Feb. 1, 1897, at 4½ p. c., so as to mature at same time with first consolidated mortgage.

Greenpoint & Lorimer Street R. R. Co.'s first mortgage 6 p. c. bonds, $125,000; due 1910; denom. $1,000; int. payable May and Nov.

Grand Street & Newtown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000; due 1906; denom. $1,000; int. payable Apr. and Oct.

Note.—The consolidated mortgage bonds are a first lien on the original lines of the Brooklyn City R. R. Co., and a second lien on all the lines acquired by the various consolidations.

Dividends, prior to 1893, 8 p. c. per annum on $6,000,000; in 1893, 4 p. c. on $6,000,000, 4⅔ p. c. on $9,000,000; in 1894, 10 p. c. (guaranteed) and 2 p. c. extra from surplus; in 1895, 10 p. c. (guaranteed) and 2½ p. c. from surplus; in 1896, 10 p. c. 10 p. c. dividends are now guaranteed by the Brooklyn Heights R. R. Co.

Operation.—(See Brooklyn Rapid Transit Co.)

Balance Sheet.—Dated Dec. 31, ——June 30,——

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment....	$18,925,000	$18,925,000	$18,925,000	$18,925,000
Cash assets......	101,409	230,443	125,635	139,638
Other investments	416,394	251,394	250,893	250,893
Accounts rece'ble.	6,237	6,989		
Total.........	$19,449,039	$19,413,826	$19,301,528	$19,315,531

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock.....	$12,000,000	$12,000,000	$12,000,000	$12,000,000
Funded debt......	6,925,000	6,925,000	6,925,000	6,925,000
Bills payable.	45,688			
Open accounts....	32,375	34,003	34,476	36,134
Profit and loss (surplus)......	422,537	454,823	342,052	354,397
Total.........	$19,449,039	$19,413,826	$19,301,528	$19,315,531
Miles of track own'd				205.65

General Office, 168 Montague St.

References.—Description of road, Vol. VIII, May, '92, p. 272; Vol. VIII, Oct., '92, p. 598 (ill.); description of Kent Ave. power plant, Vol. IX, Feb., '93, p. 112 (ill.); Vol. IX, July, '93, p. 436 (ill.); description of eastern power plant, Vol. IX, Dec., '93, p. 781 (ill.); description of southern boiler plant, Vol. X, June, '94, p. 383 (ill.), description of Kent Ave. power plant, Vol. X, Souv., '94 p. 93 (ill.); description of coal lift, Vol. X, May, '94, p. 277 (ill.); notes, Vol. VII, July, '91, p. 374; lease, Vol. IX, Feb., '93, p. 129; description of repair shops, Vol. XI, July, '95, p. 433 (ill.); description of express car (brief), Vol. XII, July, '96, p. 436 (ill.); description of car, Vol. XIV, Dec. '98, p. 811 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Brooklyn, Queens County & Suburban Railroad Co.—Chartered Nov., 1893. This is a consolidation on Jan. 16, 1894 of the Broadway R. R. Co., of Brooklyn (inc. 1858), the Broadway Ferry & Metropolitan Avenue R. R. Co. (inc. 1892), and the Jamaica & Brooklyn Road Co. (inc. 1880). On July 1, 1898, this property was leased to the Brooklyn Heights R. R. Co., at an annual rental equivalent to taxes, fixed charges and organization expenses. On July 1, 1900, this lease was extended for one year.

Capital Stock, authorized, $15,000,000, issued, $2,000,000; par value, $100 per share. The entire capital stock issued is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—Total authorized, $8,000,000, issued, $6,574,000 as follows:

First mortgage 5 p. c. gold bonds, authorized and issued, $3,500,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable Jan. and July, at office of First National Bank, of Brooklyn; trustee of mortgage, New York Guarantee & Indemnity Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized, $4,500,000, issued, $2,834,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable May and Nov. at office of First National Bank, of Brooklyn; trustee of mortgage, Central Trust Co., of New York.

The company has assumed the principal and interest of the Jamaica & Brooklyn Road Co.'s first mortgage 5 p. c. gold bonds, outstanding, $240,000, dated Jan. 1, 1894; due Jan. 1, 1934; denom. $1,000; int. payable Jan. and July.

Note.—The unissued consolidated mortgage bonds ($1,666,000), are to be used for extensions and equipment. These bonds will be a first lien on the construction paid for by their proceeds, and are a second lien on the present property.

Balance Sheet.—Dated Dec. 31, ——June 30,——

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip...	$8,530,186	$8,590,646	$8,593,613	$8,607,563
Bonds in treasury.......	7,000			
Accounts collectible......	41,127			
Supplies................	1,539			
Insurance, taxes, etc.....	7,355			
Profit and loss (deficit)...	354,048	176,748	45,574	45,574
Total................	$9,034,461	$8,767,394	$8,639,187	$8,653,137

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock...........	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt............	6,574,000	6,574,000	6,574,000	6,574,000
Bills payable...........	170,000	165,887	65,187	79,137
Interest................	177,826			
Open accounts..........	112,635	27,457		
Coupons................		50		
Total	$9,034,461	$8,767,394	$8,639,187	$8,653,137

Plant and Equipment.—Miles of track (electric), 47.22; gauge, 4 ft. 8½ in.; 150 motor cars; Gen. Elec. and West. motors, Brill, Jones. L. & F. and Stevenson cars, Peckham trucks.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors —C. L. Rossiter, Anthony N. Brady, Henry Seibert, T. S. Williams, D. H. Valentine, Moses May, John G. Jenkins. John F. Jenkins, Jr., Bernard Gallagher.

General Office, 168 Montague St.

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Nassau Electric Railroad Co. (of Brooklyn).—Chartered Mar. 13, 1893. Annual meeting second Tuesday in Apr. In Apr., 1894, this company acquired a practically exclusive right to use the tracks of the Kings County Electric Ry. Co., the Coney Island, Fort Hamilton & Brooklyn R. R. Co. and the Union R. R. Co., which companies have since been merged into the Nassau Electric R. R. Co. Construction work was commenced in May, 1894. The road was opened in July, 1895.

In Mar., 1896, this company leased the property of the Atlantic Avenue R. R. Co. for 999 years at a rental of $150,000 per annum, until Jan., 1898, and of $180,000 per annum thereafter. in addition to all taxes and interest on funded debt not exceeding $5,500,000. On the date of the lease the Atlantic Ave. R. R. Co. was the owner of the entire capital stock of the Brooklyn, Bath & West End R. R. Co., and the property of the latter was therefore included in the lease of the Nassau Company.

In Apr., 1896, an agreement was made with the Brooklyn Cable Co. whereby the Nassau Company should operate the Park Ave. line upon payment by way of rental of one-half of the net earnings of the line, if there were any.

In Nov., 1897, the Nassau Company leased for a term of 999 years the constructed railroad of the Coney Island & Gravesend Ry. Co., agreeing to pay the entire cost of construction of same, and also the sum of $150,000 within five years. On July 1, 1900, this lease was cancelled, and the line is now operated independently.

In Feb., 1899, about 90 per cent. of the preferred stock and over 99 per cent. of the common stock of the Nassau Electric R. R. Co. was acquired by the Brooklyn Rapid Transit Co., and on Apr. 1st, 1899, the railroad property and franchises of the former were leased to the Brooklyn Heights R. R. Co. of the Brooklyn Rapid Transit system for one year, at an annual rental of $150,000 and payment of all fixed charges and taxes. On Feb. 13th, 1900, this lease was extended for 999 years from Apr. 1, 1900, this company to receive all net earnings of this property after payment of all fixed charges, taxes and organization expenses by the lessee, said lessee guaranteeing said net earnings to be not less than 4 p. c. of the outstanding preferred stock of this company ($6,500,000). In Jan., 1899, the securities of the Nassau Electric R. R Co. were readjusted, and by this readjustment it became the owner of all the stock of the Atlantic Ave. R. R. Co. (including the Brooklyn, Bath & West End R. R. Co.). and all the stock and bonds of the United R. R. Co., and these companies have now been merged into the Nassau Electric R. R. Co. As readjusted, the stock and bonds of the Nassau Company are as follows:

Capital Stock.—Common stock, authorized and outstanding, $8,500,000.

4 p. c. preferred cumulative stock, authorized and outstanding, $6,500,000.

Funded Debt, total authorized and issued, $15,000,000, as follows:

Description of bonds.	Amount outst'ng	Rate p. c.	Date of Maturity.	When int. payable.
Nassau Electric R. R. Co.				
1st Consol	$10,474,000	4	Jan 1, 1951	Jan & July
1st mortgage	660,000	5	Apr. 1, 1944	Apr. & Oct.
Atlantic Avenue R. R. Co.				
1st Consol. mortgage	732,000	5	Oct. 1, 1909,	Apr. & Oct.
Gen. Con. mortgage	2,241,000	5	Apr. 1, 1931,	Apr & Oct.
Improvement mortgage	220,000	5	Jan. 1, 1934,	Jan. & July.
Brooklyn, B. & W. End R. R. Co.				
*1st mortgage, Series A	250,000	5	Jan. 1, 1906,	Jan. & July
*1st mortgage, Series B	250,000	5	Jan. 1, 1916,	Apr. & Oct
*2d mortgage	52,000	5	June 1, 1911,	June & Dec
General mortgage	121,000	5	Oct. 1, 1933,	Apr. & Oct.
	$15,000,000			

*Subject to call at any time. Interest payable at Colonial Trust Co., New York.

Of the $15,000,000 of bonds authorized under the new mortgage $4,526,000 are reserved for retiring the above-mentioned Nassau firsts, Atlantic Ave. and Brooklyn, Bath & West End bonds.

Operation.—The following is a report of the Nassau Electric R. R. Co., up to the date of its first lease to the Brooklyn Heights R. R. Co., on Apr, 1, 1899, showing only the balance sheet for 1900.

Year ending Dec. 31,	1896.	1897.	1898.	9 mos. end'g March 31, 1899.
Receipts from pass.	$1,690,811	$1,905,354	$2,142,489	$1,557,555
" other sources	75,057	62,687	72,413	94,238
" total	1,765,868	1,968,041	2,214,901	1,651,793
Operating expenses	1,040,042	1,104,448	1,693,490	1,312,558
Earnings from opera.	725,826	863,593	521,411	339,235
Deductions from earn.	1896.	1897.	1898.	1899.
Interest	237,873	233,077	†781,685	306,920
Taxes	52,072	42,000		106,261
Rentals	334,220	475,234		248,404
Net income	101,661	113,282	*260,273	*322,350
P. c. op. ex. to total rec.	58.9	56.1	76.46	79.46

* Deficit. † Before readjustment and refunding of securities.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	June 30, 1900.
Cost of road and equipment	$ 8,954,139	$14,132,619	$28,562,066	$30,116,650
Treasury Bonds				27,000
Other leasehold prop.			150,000	
Rental B. H. R.R. Co.				65,000
Supplies	35,618	59,319		
Open accounts	3,763,168	126,664	114,243	274,671
Cash	146,353	73,872	12,662	1,828
Current assets			23,116	
Damages and old claims paid				254,912
Betterments			152,406	
Profit and loss (deficit)		255,649	410,782	
Total	$12,899.278	$14,648,124	$29,425,275	$30,740,061
LIABILITIES.				
Capital stock	$6,000,000	$6,000,000	$15,000,000	$15,000,000
Funded debt	4,849,000	5,500,000	13,500,000	15.000,040
Real estate and mort.			198,850	198,850
C. I. and Gravesend Ry. Co			150.000	
Loans and bills pay'ble	776,852	3,148,124	576,425	
Accrued interest	60,613			
Due for wages and sup.	186,708			
Open accounts	801,784			
Accounts payable				326,171
Profit and loss (surp.)	224,321			215,000
Total	$12,899,278	$14,648,124	$29,424,275	$30,740,061

Mileage.—The Nassau Company owns 129.7 and leases 7.2 miles of single track and 1028 motor cars—included in B. H. report—and has terminals at all ferries. Its lines extend from various ferries, and from New York end of Brooklyn Bridge to Canarsie, Sheepshead Bay, Manhattan Beach, Fort Hamilton, Greenwood Cemetery, Bensonhurst, Bath Beach and Coney Island. By its ownership of the Atlantic Avenue Railroad it acquires the fee to the double track steam railroad from Jamaica to Flatbush Station in Brooklyn, 9½ miles, (19 miles of track) which is leased for 99 years, from June 1, 1877, to the Long Island R. R. Co., affording that company entrance into the city of Brooklyn. The rental is $60,000 per annum.

Plant and Equipment.—Gauge, 4 ft. 8½ in.; 90 lb. to 93 lb. rail; 13,000 H. P. station plant, Cooper engines, West. dynamos, West. and Steel motors, Brill, St Louis, Brownell and Stephenson cars, Du Pont trucks.

Officers.—Pres. C. L. Rossiter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—John E. Borne, Hugh J. Grant, Jos. D. Donald, C. L. Rossiter, T. S Williams, N. F. Brady, A. N. Brady, E. H. Harriman, A. R. Flower.

General Office, 168 Montague St.

References.—Mortgage, Vol. X, May, '94, p. 343; description of road (brief), Vol. XI, Sept., '95, p. 567 (ill.); reorganization, Vol. XIV, Jan. '98, p. 51; description of power plant, Vol. XIV, Apr., '98, p. 182 (ill.); escription of road, Vol. VIII, May, '92, p. 274; elec. power plant, Vol. IX, May, '93, p. 275 (ill.); tower wagon, Vol. VIII, Oct., '92, p. 607, (ill.); mail system, Vol. X, Aug., '94, p. 517 (ill.); sale, Vol. VIII, Dec., '92, p. 768; description of repair shop, Vol. XI, July, '95, p. 435 (ill.); description of special cars, Vol. XIV, Nov., '98, p. 704 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Brooklyn Union Elevated Railroad Co.—Incorporated Jan. 30, 1899, to succeed the Brooklyn Elevated R. R. Co., the Union Elevated R. R. Co., and the Sea Side & Brooklyn Bridge Elevated R. R. Co., the properties of each of which were sold under foreclosure proceedings and purchased by a Reorganization Committee headed by Frederick P. Olcott, Chairman, and by the Committee transferred to the new company about Feb. 16, 1899.

Of the constituent companies whose properties were thus acquired by the Brooklyn Union Elevated R. R. Co., the Brooklyn Elevated R. R. Co. was organized May 26, 1874, and commenced carrying passengers May 14, 1885; the Union Elevated R. R. Co. was organized June 10, 1886, commenced carrying passengers Apr. 10, 1888, and was merged with the Brooklyn Elevated R. R. Co., on Nov. 17, 1890; and the Sea Side & Brooklyn Bridge R. R. Co., was organized Mar. 18, 1890, commenced carrying passengers May 30, 1893, and was leased by the Brooklyn Elevated R. R. Co., on Apr. 28, 1891. On Nov. 25, 1897, Frederick Uhlmann, then president of the Brooklyn Elevated R. R. Co., was appointed receiver of that company, and on Dec. 28, 1897, he was also appointed receiver of the Union Elevated R. R. Co. On Apr. 1, 1897, the Brooklyn Elevated R. R. Co. defaulted in the payment of interest on its first mortgage bonds, on May 1, 1897, it defaulted in the payment of interest on the first mortgage bonds of the Union Elevated R. R. Co , and on July 1, 1897, it defaulted in the payment of interest on the first mortgage bonds of the Sea Side & Brooklyn Bridge Elevated R. R. Co. The properties of the companies were sold under foreclosure on Nov. 10, 1898, and were bought in by Frederic P. Olcott, Chairman of the Reorganization Committee, and on Feb. 17, 1899 were turned over to the Brooklyn Union Elevated R. R. Co., by the receiver. In Mar. and Apr., 1899, the Brooklyn Rapid Transit Co. became the owner of over 90 per cent. of both preferred and common stock of the new company, and on Apr. 1, 1899, the Brooklyn Union Elevated R. R. Co. was leased for a period of one year to the Brooklyn Heights R. R. Co., in consideration of the payment by the latter of the fixed charges, organization expenses, and $100,000 cash; and on April 1, 1900, this lease was extended for one year. On May 24, 1900, the Kings County Elevated R. R. Co., was merged with this company.

Capital Stock.—Common stock, authorized and issued, $13,000,000; par value, $100 per share.

5 p. c. non-cumulative preferred stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 4 p. c. gold bonds (bearing 5 p. c. interest after Feb. 1, 1905); authorized and issued, $16,000,000; dated Feb. 1, 1899, due 1950; denom. $1,000; int. payable Feb. and Aug.

Kings Co. Elevated R. R. Co's first mortgage 4 p. c. gold bonds authorized and issued $7,000,000; dated July 25, 1899, due 1949; demon. $1,000; int, payable Feb. and Aug.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$26,623,722	$29,348,069	$39,879,097
Construction account			1,500,000
Bills receivable	435,309	125,000	150,000
Cash assets	90,702	75,976	
Supplies on hand	46,978		
Other assets	71,719		6,946
Reorganization committee		333,545	
Profit and loss (deficit)	257,172		
Total	$27,525,603	$29,882,593	$41,536,043
LIABILITIES.			
Capital stock	$13,283,600	$16,756,860	$18,000,000
Funded debt	12,968,000	12,890,000	23,000,000
Accounts payable	569,500	185,547	218,739
Interest on funded debt due and accrued	263,672		
Due for wages and supplies	66,499		
Taxes accrued	306,724		31,926
Receiver B. E. R. R. Co			132,063
Other liabilities	67,607		
Profit and loss (surplus)		50,186	153,315
Total	$27,525,603	$29,882,593	$41,536,043

Miles of Track.—Miles of main (elevated steam) line, 28.7, of second track, 28.7, of sidings, 10.42; Surface lines, main track, 8.3, second track, 8.3, of sidings, 3.31, total miles of track operated, 87.73; gauge, 4 ft. 8½in.; 60 lb. to 85 lb. T rail; 142 locomotives, 286 cars.

Officers.—Pres. C. L. Rossiter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—C. L. Rossiter, Henry Siebert, John Inglis, J. G. Jenkins, Wm. C. Bryant, S. L. Keeney, A. N. Brady, John D. Keiley, Wm. F. Sheehan, Nicholas F. Brady, Fred. S. Flower, John V. Clarke, T. S. Williams.

General Office, 168 Montague St.

References—Short report, Vol. XI, Mar., '95, p. 179; special construction Vol. IX, Sept., '93, p. 573 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; equipment of road by electric power, Vol. XIV, Mar., '98, p. 108; operating detail, Vol. XIV, Apr., '98, p. 210 (ill.); description of motors, Vol. XIV, Aug., '98, p. 464 (ill.); comparison of, Vol. XIV, Dec., '98, p. 755 (ill.).

Date of information, Mar., 1901. z

For map of system see inset between pages 38 and 39.

Kings County Elevated Railroad Co.—Chartered Jan. 6, 1879. Annual meeting first Wednesday in July.

In Aug., 1896, the Kings County Elevated Railway Co., having defaulted on the interest of its bonds, a receiver was appointed for the property, and the company was reorganized.

The new company which took possession of the property Aug. 1, 1899 issued $6,000,000 common stock and $2,800,000 preferred stock, all of which was ultimately exchanged for $2,000,000 of Brooklyn Rapid Transit stock. On May 9, 1900, the Sea View R. R. Co. was merged with this company and on May 24, 1900, this company was itself merged with the Brooklyn Union Elevated R. R. Co. The funded debt of the new company consists of first mortgage 4 p. c. 50 year bonds, authorized, $7,000,000, issued to retire underlying bonds, $5,000,000, held in treasury for future improvements, $2,000,000.

Capital Stock.—Common, $6,000,000, preferred 4 p. c. cumulative, $2,800,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $7,000,000; coupon, but may be registered; dated Aug. 1, 1899, due Aug. 1, 1949; denom. $1,000; int., payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

During the fiscal year ending June 30, 1899, the land necessary for the connection with the New York & Brooklyn Bridge was acquired and the connection was constructed and opened for business. The service across the bridge was begun Nov. 1, 1898. On Oct. 1, 1899, the properties of the new company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

Operation.—Year ending

	Dec. 31, 1896.	1897.	1898.	June 30, 1899.
Receipts from operation	$732,154	$740,311	$632,169	$679,623
" " other sources	16,288	16,008	1,450	6,321
" total	748,442	756,319	633,617	685,944
Operating exp	524,162	628,432	565,563	616,916
E'rnings from operation	224,280	127,887	65,054	69,028
Deductions from earnings.				
Interest	300,700	267,289	11,246	31,598
Taxes	54,783	53,046	7,329	25,877
Rentals	7,500	20,000	20,000	15,000
Other deductions	14,518	14,130	2,299	
Net deficit	153,221	226,578	*24,180	3,447
P.c. op. exp. to total receipts.	70.0	83.1	89.7	

*Surplus.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1897.	1898.	1899.	May 24 1900.
Cost of road and equip.	$14,779,709	$15,030,667	$15,279,655	$15,846,176
Cash assets	21,283	35,315	104,070	
Stocks and bonds of this and other cos.	546,250	$ 546,250	17,000	
Leased equipment	48,550	48,550		
Supplies	19,680	18,796		
Other assets	375,193	488,199		
Receiver's account with K. C. E. Ry.			464,042	
Profit and loss (deficit).	1,146,923	1,113,360	1,383,231	18,551
Total	$16,937,588	$17,281,13	$17,247,998	$15,864,727
LIABILITIES.				
Capital stock	$ 4,750,000	$ 4,750,000	$ 4,750,,000	$ 8,800,000
Funded debt	10,965,112	10,965,262	10,978,437	7,000,000
Open accounts	217,500	210,000	37,404	64,727
Bonds and mortgages	38,500	63,500		
Accrued int	462,980	499,525	460,222	
K. C. E. Ry. account with receivers			464,042	
Receivers certificates		400,000	500,000	
Int. Fulton Elevated Ry. bond guaranteed	28,320			
Equip'nt lease warrants	84,404	23,000		
Wages and supplies	290,772	64,237	57,893	
Other liabilities	100,000	305,613		
Total	$16,937,588	$17,281,137	$17,247,998	$15,864.727

Plant and Equipment.—See Brooklyn Heights R. R. Co.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors.—August Belmont, A. N. Brady, Henry Seibert, Jno. G. Jenkins, T. F. Jackson, W. C. Bryant, S. L. Keeney, D. H. Valentine, J. D. Keiley, Jno. Englis, H. C. DuVal, C. L. Rossiter, T. S. Williams.

General Office, 168 Montague St.

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Sea Beach Railway Co.—This company is the successor, by purchase, to the New York and Sea Beach Ry. Co. The Brooklyn Rapid Transit Co. owns the entire capital stock and the Brooklyn Heights R. R. Co. operates the road under lease, at an annual rental equivalent to fixed charges, taxes and organization expenses. Annual meeting fourth Tuesday in March. The road is now operated by electricity.

Capital Stock, authorized and issued, $650,000.

Funded Debt.—Consolidated mortgage 4 p. c. bonds, outstanding, $650,000; dated Sept. 1, 1896, due 1916; demon. $1,000; int. payable Mar. and Sept., at office of the company. The principal and interest of these bonds have been assumed by the Brooklyn Rapid Transit Co., in consideration of the reduction of its interest from 5 p. c. to 4 p. c.

Operation.—Included in statement of the Brooklyn Heights R. R. Co. (which see).

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$1,315,548	$1,334,053	$1,303,850
Total	$1,315,548	$1,334,053	

LIABILITIES.	1898.	1899.	1900.
Capital stock	$ 650,000	$ 650,000	$ 650,000
Funded debt	650,000	650,000	650,000
Accounts payable	15,548	34,053	3,850
Total	$1,315,548	$1,334,053	$1,303,850

Plant and Equipment.—Miles of track (electric), 12.27.

Officers.—Pres. C. L. Rossiter, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—C. L. Rossiter, Henry Seibert, S. L. Keeney, Jas. T. Nelson, W. C. Bryant, J. D. Keiley, J. S. Jenkins, D. H. Valentine T. S. Williams.

General Office.—168 Montague St.

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Sea View Railroad Co.—Chartered June 4, 1886. Annual meeting third Tuesday in Nov. The capital stock and all the bonds of this company were owned by the Brooklyn Rapid Transit Co. and have been cancelled. This company's lines were equipped with electricity in 1898, but were not in operation except for the last few weeks of the Coney Island season in 1898. This company acquired the property of the Brooklyn & Brighton Beach R. R. Co., sold under foreclosure in May, 1899. On July 1, 1899, the properties of this company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

On May 9, 1900, the Sea View R. R. was merged with the Kings County Elevated R. R., and is now a part of the Brooklyn Union Elevated R. R. system by its merger of the Kings Co. Elevated R. R. on May 24, 1900.

Date of information, Mar., 1901. z

For map of system, see inset between pages 38 and 39.

Coney Island & Brooklyn Railroad Co.—Chartered Dec. 10, 1860, under N. Y. General Railroad Laws of 1850, and special legislation. Annual meeting third Monday in Oct. The Prospect Park & Flatbush R. R. Co. was consolidated with this company on Apr. 1, 1891. On Sept. 1, 1897, the Franklin Avenue Division of the Brooklyn City & Newtown R. R. Co. was leased to this company, and on Dec. 4, 1897, the entire system of the Brooklyn City & Newtown R. R. Co. was leased for 999 years. This company is now constructing an extension to North Beach under the franchises and title of the DeKalb Ave. & North Beach R. R. Co.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt, authorized, $2,000,000, issued, $1,998,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $300,000; coupon, but may be registered; dated July 20, 1883, due 1903; denom. $1,000; int. payable Jan. and July at office of Mechanics Bank, Brooklyn; trustee of mortgage, Brooklyn Trust Co.

Certificate of indebtedness, $400,000; due July 1, 1903; denom. $1,000; int. 5 p. c., payable Jan. and July.

Consolidated mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,298,000; held in escrow, $700,000 see Note); dated July 1, 1898, due, 1948; denom. $1,000, int. payable Jan. and July at office of Mecantile Trust Co., Brooklyn, trustee of mortgage.

Note.—$700,000 are held to retire prior liens described above.

Operation.—Year ending Dec. 31. ——June 30,——.

	1897.	1898.	1899.	1900.
Recets. operation	$878,426	$1,063,100	$1,133,859	$1,333,052
" other sources	48,820	84,915	84,933	60,680
" total	927,245	1,148,015	1,218,792	1,393,732
Operating expenses	560,521	637,735	694,373	823,282
Earnings from operation	366,725	510,280	524,419	570,450
Deduction from earnings.				
Interest on bonds	135,000	48,994	75,024	90,078
Taxes	39,643	38,832	12,549	41,929
Rentals	6,405	286,271	223,052	265,370
Other deductions	7,727	12,451		
Net income	177,949	123,632	213,794	173,067
Dividends paid			189,190	199,800
To surplus account			24,604	*26,733
Total " "			80,747	45,426

Dividends, in 1893, 4 p. c. on $500,000, 3 p. c. on $1,000,000; in 1894, 1895, 1896 and 1897, 6 p. c.; in 1898, 9 p. c.; in 1899, 9½ p. c.; in 1900, 10 p. c.

Balance Sheet.—Dated Dec. 31, —— June 30,——

ASSETS.	1897	1898.	1899.	1900.
Cost of road and equip.	$1,928,638	$2,551,444	$2,690,179	$3,044,715
Supplies on hand	19,251	44,634	21,382	27,473
Open accounts	77,790	7,414	8,282	41,901
Cash on hand	178,976	39,216	53,587	75,549
Improvements on leased lines			139,773	172,192
Other permanent invest.		995,905	1,006,355	1,003,055
Accrued interest		31,497	11,521	
Total	$2,204,656	$3,669,810	$3,937,079	$4,365,485

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$1,000,000	$1,987,000	$1,998,000	$1,998,000
Funded debt	700,000	1,400,000	1,500,000	1,998,000
Loans and bills payable.	300,000			134,390
Int. on fu'd dbt. due and ac.	17,500	31,500		43,460
Dividends unpaid	29	29	358,332	
Due for wages and supp.	35,834	74,249		
Open accounts	19,111	73,139		
Rentals due				146,210
Profit and loss (surplus)	132,181	103,893	80,747	45,425
Total	$2,204,656	$3,669,810	$3,937,079	$4,365,485

Plant and Equipment.—Miles of main line, 13.75, of second track, 12.38, of sidings, .25, total track measured as single track (electric), owned 26.38, leased 20.86, trackage rights 2.26—total, 49.5; gauge 4 ft. 8½ in.; 60 lb, and 90 lb. girder and T rail; 7 horses, 589 motor cars and 27 trail cars, 4 sweepers, 1 snow plow, 1 sprinkler; 2,250 H. P. B. & W. and Morrin boilers; McIntosh & Seymour and Wright engines; Gen. Elec. dynamos and motors; Stephenson, Jones and Brill cars.

Officers.—Pres. John L. Heins, Sect & Treas. Duncan B. Cannon, Supt. D. W. Sullivan.

Directors.—John L. Heins. Louis Fitzgerald, Thomas Clark, Jr., Alfred Wagstaff, James H. Hyde, Duncan B. Cannon, Wm. N. Dykman, Geo. H. Prentiss, William H. McIntyre.

General Offices, 120 Broadway, New York; DeKalb and Central Avenues, Brooklyn.

References.—Description of road, Vol. VI, June, '90, p. 278 (ill.); Vol. VIII, May, '92, p. 274. Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Dec., 1900. z

Brooklyn City & Newtown Railroad Co.—Chartered May 22, 1860. Annual meeting, second Monday in Apr. This road was leased to the Coney Island & Brooklyn R. R. Co., on Dec. 4, 1897.

Capital Stock, authorized, $2,000,000, issued $1,923,400; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1939; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Mortgages on real estate, $191,606.

Operation.—See Coney Island & Brooklyn R. R. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equipment	$3,304,799	$3,304,799
Other permanent investments	933,975	933,975
Cash and current assets	87,016	200,177
Total	$4,325,790	$4,438,951
LIABILITIES.		
Capital stock	$1,923,400	$1,923,400
Funded debt	2,000,000	2,000,000
Current liabilities	235,979	251,106
Profit and loss (surplus)	148,411	264,445
Total	$4,325,790	$4,438,951

Plant and Equipment.—Miles of Track, (electric) 20.85; 209 motor and 92 trail cars.

Officers.—Pres. John L. Heins, Sec. and Treas. Duncan B. Cannon.

References.—Description of road, Vol. VIII, May, '92, p. 273 (ill.); description of power plant, Vol. IX, Feb., '93, p. 82 (ill.). Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Feb., 1901. z

Van Brunt Street & Erie Basin Railroad Co.—Chartered Feb. 15, 1861, under N. Y. General Railroad Act of 1850. Annual meeting, Feb. 16. Began operation as an overhead electric trolley road June 1, 1898.

Capital Stock, authorized and issued, $200,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $75,000, issued, $65,000; dated Oct. 1, 1898, due 1948; int. payable Apr. and Oct.

Operation.—Year ending June 30.

	1896.	1897.	1898.	1899.	1900.
Total receipts	$35,082	$31,390	$32,101	$45,450	$50,251
Operating expenses	27,504	27,512	26,296	27,187	27,687
Earnings from operation	7,578	3,878	5,805	18,263	22,564
Deduc. from earnings.					
Interest on bonds	1,500	1,500	1,500	3,493	3,400
Int. on bond and mortg.		150	150		
Taxes	988	1,124	1,162	329	1,296
Rentals	225				
Net income	4,865	1,104	2,993	14,291	17,868

Please note date of information at end of each report.

	1896.	1897.	1898.	1899.	1900.
Dividends paid	5,000	1,000			
Other deductions			†9,239	†17,402	
To surplus account	*135	104	*6,246	*3,111	17,868
Per cent. op. exp. to total receipts	78.4	87.6	81.9	60.0	55.1

* Deficit. † In 1898 depreciation in horses and supplies, in 1899 depreciation in old cars, etc., owing to electric installation.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$179,162	$179,162	$223,870	$224,316	$224,462
" equipment	26,664	26,664	27,840	21,225	26,115
Cash	827	959	2,091	13,596	26,096
Open accounts	20,642	20,642			
Supplies	450	450			
Profit and loss (deficit)	317	187	6,246	9,358	
Total	$228,062	$228,064	$260,047	$268,495	$276,573
LIABILITIES.					
Capital stock	$200,000	$200,000	$200,000	$200,000	$200,000
Funded debt	25,000	25,000	25,000	65,000	$65,000
Dividends unpaid	62	64	64	64	63
Mortgage	3,000	3,000	3,000	3,000	3,000
Loans			25,000		
Accounts payable			6,983	431	
Profit and loss (surplus)					8,510
Total	$228,062	$228,064	$260,047	$268,495	$276,573

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. center bearing rail; 14 motor cars, (8 open and 6 closed); L. & F. and Stephenson cars.

Officers.—Pres. Michael Murphy, Sec. Treas. & Pur. Agt. Wyllys Terry, Supt. T. J. Cruise.

Directors.—Michael Murphy, Wyllys Terry, Joseph White, Michael J. Coffey, David W. Burns, Thos. J. Cunningham, John F. Murphy, William Everitt.

General Office, 264 Van Brunt St., Brooklyn.

Date of information, Feb., 1901. b

New York & North Shore Railroad Co.—This company commenced operation Nov. 1, 1899, it being a consolidation, in Oct., 1899, of the Long Island Electric Ry. Co., which was chartered Mar. 5, 1894, and the New York & North Shore Ry. Co., which was chartered Mar. 13, 1897. This company is controlled by the same interests as the New York & Queens County Ry. Co. It is proposed to extend the road to Willets Point and Manhasset.

Capital Stock, authorized, $2,100,000, issued, $1,051,000; par value, $100 per share.

Funded Debt.—Long Island Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $600,000; coupon, but may be registered; dated June 1, 1895, due 1925; denom. $1,000; int. payable at office of Hamilton Trust Co, of Brooklyn, N. Y., trustee of mortgage.

New York & North Shore Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $1,500,000, issued, $131,000; dated Dec. 1, 1897, due, 1927; denom. $1,000; int. payable at office of New York Security & Trust Co., of New York City, trustee of mortgage. Interest commences as of Dec. 1, 1900.

Operation.—Period of 8 mos. ending June 30, 1900.

Receipts from passengers	$54,949
" " other sources	75
" total	55,024
Operating expenses	50,470
Earnings from operation	4,554
Deductions from earnings.	
Interest on bonds	17,500
Taxes	4,000
Deficit	16,964

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$2,113,453	Capital stock	$1,051,000
Cash	5,506	Funded debt	731,000
Open accounts	16,944	Bills and accts. payable	368,441
Materials and supplies.	5,255	Other liabilities	7,663
Profit and loss (deficit)	16,946		
Total	$2,158,104	Total	$2,158,104

Plant and Equipment.—Miles of track (electric), about 35, with the New York & Queens County Ry., 66.62.

Officers.—Pres. Charles A. Porter, V. Pres. & Gen. Man. J. R. Beetem, Sec. & Treas. A. G. Maize.

Directors.—Wm. H. Shelmerdine, Chas. A. Porter, E. J. Mathews, Phila., Pa.; Wm. F. Hogan, Brooklyn, N. Y.; Jacob R. Beetem, Flushing, N. Y.; R. T. McCabe, New York City; Wm. E. Stewart, Long Island City; C. D. Simpson, Scranton, Pa.; M. G. Prenderille, Jamaica, N. Y.

General Office, 7 and 9 Borden Ave., Long Island City, N. Y.

Date of information, Dec., 1900. b

The Long Island Electric Railway Co.—Chartered March 5, 1894. Annual meeting second Monday in Mar. Construction of road began in 1895, and was completed late in 1897. In Oct., 1899, this company was consolidated with the New York & North Shore Ry. Co. forming the New York & North Shore R. R. Co.

Capital Stock, authorized and issued, $600,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $600,000; dated June 1, 1895, due 1925; int. payable June and Dec.; trustee of mortgage, Hamilton Trust Co.

Operation.—Report since consolidation included in report of the New York & North Shore Ry. Co.

	Year end'g June 30, 1899	4 mos to Oct, 31, 1899.
Gross receipts	$86,989	$39,111
Operating expenses	73,602	38,578
Earnings from operation	$13,387	$533
Deductions from earnings.		
Interest	$36,719	13,439
Taxes	3,878	7,544
Net income	*$27,209	*20,450
Tolal deficit	38,625	*59,155

* Deficit.

OPERATING EXPENSES.

Year ending	June 30, 1899.	Oct 31, 1899.
General expenses	$20,956	$14,818
Transportation expenses	42,049	16,059
Maintenance of road and buildings	2,755	2,273
' " equipment	7,842	5,428
Total	$73,602	38,578

STATISTICS OF TRAFFIC.

Year ending	June 30, 1899.	Oct. 31, 1899.
Passengers carried, inc. transfers	826,896	763,497
Car miles run	642,506	206,990
Total receipts per car mile	$.135	.188
Operating expenses per car mile	.114	.186

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	Oct. 31, 1899.
Cost of road and equip.	$1,263,415	$1,361,004	$ 1,361,315
Cash	1,536	2,840	
Material and supplies	349		
Bills and acc. receivable	1,680	1,096	
Profit and loss (deficit)	11,415	38,625	59,155
Total	$1,278,395	$1,402,565	$1,420,470
LIABILITIES.			
Capital stock	$600,000	$600,000	$600,000
Funded debt	600,000	600,000	600,000
Interest and taxes	9,750	6,900	13,601
Bills and acc. payable	48,645	12,748	101,126
Loans	20,000	77,299	
Due forconstruction		105,618	105,743
Total	$1,278,395	$1,402,565	$1,420,470

Plant and Equipment.—Miles of track (electric), 24.8; gauge, 4 ft. 8½ in.; 70 lb. rail; 28 motor cars.

Officers.—Pres. A. R. Hart (320 Pearl St., New York City), V. Pres. Charles A. Porter, Sec. J. C. Von Arx, Treas. Wm. L. Wood, Supt. B. C. Smith, Ch. Engr. W. F. Hogan.

Directors.—A. R. Hart, F. M. Harris, J. C. Von Arx, Joseph Hogan, William L. Wood, Charles A. Porter, Charles A. Porter, Jr., H. A. Van Allen, W. F. Hogan.

General Office, 9 Borden Ave., Long Island City, N. Y.

Date of information, Dec., 1899. b

BROWNSTOWN, IND.

Population in 1880, 849, in 1890, 1,422, in 1900,

Brownstown & Ewing Street Railway Co.

CAPITAL STOCK, authorized, $5,000, issued, $3,500.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 5 ft. 2½ in.; 40 lb. T rail; 10 horses, 2 cars.

OFFICERS.—Pres. & Supt. F. Falk, V. Pres. & Sec. W. L. Boyatt, Treas. G. H. Heins.

Date of information, Nov., 1900. d

BUFFALO, N. Y., NIAGARA FALLS AND VICINITY.

Population of Buffalo, in 1880, 155,134, in 1890, 255,664, in 1900, 352,387.

International Traction Co.—This company was incorporated in Mar., 1899, under the laws of the State of New Jersey, for the purpose of effecting a consolidation of all the street railway systems operating in Buffalo and the territory north of Buffalo, embracing the cities of Niagara Falls, Lockport, the Tonawandas, Niagara Falls, Ont., and vicinity.

The following is a list of the constituent companies, with their capital stock and bonds outstanding, and the amount of each held by this company, in Jan., 1901:

	Existing bonds.	Existing stock.	† Stock held by I. T. Co.
Buffalo Railway	$6,149,500	$5,370,500	$5,357,100
Crosstown Street Ry	2,624,000	2,860,000	See note A.
Buffalo Traction	673,000	600,000	“ “
Buffalo, Bellevue & Lancaster Ry.	215,000	60,000	“ “
Buffalo & Niagara Falls Elec. Ry.	925,000	b 1,250,000	1,250,000
Buffalo & Lockport Ry	500,000	b 1,000,000	1,000,000
Lockport & Olcott Ry	700,000	200,000	200,000
Elmwood Ave. & Tonawanda Elec. Ry		14,125	See note A.
Buffalo, Tonawanda & Niagara Falls Elec. R. R		b 1,500,000	1,500,000
Niagara Falls & Suspension Bridge Ry	518,000	b 600,000	600,000
Niagara Falls, Whirlpool & Northern Ry	22,500	50,000	See note A.
Niagara Falls, Park & River Ry.	600,000	b 600,000	600,000
Niagara Falls Sus. Bridge Co. Clifton Sus. Bridge Co	300,000	b 400,000	400,000
Lewiston Connect'g Bridge Co. Queenstown Heights Bdge. Co.	125,000	b 400,000	400,000

NOTE A.—The Buffalo Ry. Co. owns the entire capital stock of the Buffalo, Bellevue & Lancaster Ry. Co., the Buffalo Traction Co., and the Crosstown Street Ry. Co., of Buffalo. The Buffalo & Lockport Ry. Co. owns the franchises and other property of the Elmwood Ave. and Tonawanda Electric Ry. Co. The Niagara Falls & Suspension Bridge Ry. Co. owns the entire capital stock of the Niagara Falls Whirlpool & Northern Ry.

NOTE B.—The stocks marked b (excluding a few shares held in order to qualify directors), with $5,357,100 of Buffalo Ry. stock and $60,000 bonds of the Tonawanda Street Ry., and $2,574.687 of certificates of indebtedness representing loans to the operating companies for improvements and betterments, with a total par value of $13,741,787, are pledged as security for the collateral trust bonds, dated July 1, 1899.

Capital Stock.—$15,000,000, of which $10,000,000 is common stock and $5,000,000, 4 p. c. preferred cumulative stock.

Funded Debt.—Collateral trust indenture 4 p. c. gold bonds, authorized, $30,000,000, issued, $13,715,000, held for redemption of prior liens, $12,285,000, held for future betterments and extensions, $4,000,000; dated July 1, 1899, due July 1, 1949; denom. $1,000; coupon, but may be registered; subject to call at 110; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

The aggregate funded indebtedness of the constituent companies is $12,285,000. For detailed descriptions see reports of the separate companies.

Operation.—This company being a proprietary company only, owning the entire stock issue of the constituent operating companies, the following table of the operation of those companies (railways and bridges) shows the surplus net earnings which are applicable for dividends to the International Traction Co. for the six months ending Dec. 31, 1900.

Gross earnings	$1,476,058
Operating expenses	730,790
Net earnings from operation	745,268
Miscellaneous earnings	47,789
Total net earnings	792,057
Fixed charges	488,044
Surplus net earnings	305,013

Officers.—Pres. B. W. Franklin, Sec. Charles MacVeagh, Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Gen. Supt. T. E. Mitten.

Directors.—B. W. Franklin, Charles MacVeagh, William H. Blain, Laselle J. Hayden.

Executive Committee.—Charles Steele, Francis Lynde Stetson, Daniel S. Lamont, William B. Rankine, of New York City; Wm. Caryl Ely, Burt Van Horn, of Buffalo; T. De Witt Cuyler, of Philadelphia.

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Buffalo Railway Co.—Chartered Nov. 22, 1890, for 999 years. Annual meeting third Tuesday in Nov. This is a consolidation of The Buffalo Street R. R. Co., The Buffalo East Side Street Ry. Co. and The West Side Street Ry. Co. The company operates the systems of the Crosstown Street Ry., the Buffalo Traction Co. and the Buffalo, Bellevue and Lancaster Ry. Co. In Mar., 1900, 53,446 out of 53,705 shares of the capital stock of this company were owned by the International Traction Co. (which see).

Capital Stock, authorized, $6,000,000, issued, $5,370,500, par value, $100 per share.

Funded Debt.—Total authorized, $6,150,000, issued, $6,149,500.

Consolidated mortgage 5 p. c. bonds, authorized, $5,000,000, issued, $3,756,000, in escrow (see Note), $1,244,000; coupon, but may be registered; dated Feb. 1, 1891, due 1931; denom. $1,000; int. payable Feb. and Aug., at office of the company in Buffalo, and at office of fiscal agents, in Philadelphia and New York; trustee of mortgage, Mercantile Trust Co., of New York.

Buffalo Ry. Co.'s 6 p. c. debenture bonds, authorized and issued, $1,000,000; dated Apr. 1, 1897, due 1917, but redeemable at 105 after Apr. 1, 1902, and one-half p. c. less each year thereafter until par is reached; int. payable Apr. and Oct., at company's office in Buffalo, and at office of Cuyler, Morgan & Co., of New York; trustee of mortgage, Metropolitan Trust Co., of New York.

Buffalo Street R. R. Co.'s second mortgage 6 p. c. and 7 p. c. bonds, authorized and issued $650,000; dated July 1, 1875, due 1905; int. payable in Jan. and July, at National Bank of Commerce, of New York (see Note).

Buffalo East Side Street Ry. Co.'s first mortgage 7 p. c. bonds, authorized and issued, $300,000; dated June 1, 1874, due 1904; int. payable June and Dec., at company's office, in Buffalo (see Note).

Buffalo East Side Street Ry. Co.'s second mortgage 6 p. c. bonds, authorized, $300,000, issued, $293,500; dated Sept. 1, 1882, due 1912; int. payable Mar. and Sept., at company's office, in Buffalo (see Note).

The company has guaranteed the principal and interest of the Crosstown Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized $3,000,000, issued $2,974,000; coupon, but may be registered; dated May 1, 1890, due 1930; denom. $1,000; int. payable May and Nov., at office of Metropolitan Trust Co., of New York, trustee of mortgage.

Real Estate mortgage, dated June 20, 1894, for 10 years, at 5 p. c., $150,000.

Note.—The unissued consolidated mortgage bonds ($1,244,000) are reserved in the hands of the trustee to retire the prior liens on the properties of constituent companies described above.

Franchises.—The company's franchises are practically perpetual, having still about 960 years to run.

Operation.—Consolidated report Buffalo Ry. Co. and Crosstown Street Ry. Co., for year ending Dec. 31,

	1897.	1898.	1899.	June 30, 1900.
Receipts from pass.	$1,844,177	$1,782,919	$1,686,819	$1,958,261
“ other sources	27,663	30,262	41,834	28,661
“ total	1,871,840	1,813,180	1,728,653	1,986,922
Operating expenses	998,920	988,001	892,088	984,342
Earn'gs from oper'n	872,920	825,179	836,565	1,002,580
Deduc. from earn.				
Interest	473,125	478,502	444,279	517,393
Taxes	104,650	105,903	119,243	119,501
Net income	295,146	240,774	273,043	365,686
Total surplus account.			971,062	1,292,106
P. c. op. exp. to tot. rec.	53.36	54.48	52.88	49.54

STATISTICS OF OPERATION.

Year ending Dec. 31,	1897.	1898.	1899.	June 30, 1900.
Revenue pass. carried	53,215,681	55,022,735	55,408,494	40,971,586
Transfer “ “				17,212,993
Car miles run	8,878,209	9,255,613	9,942,355	10,038,879
Pass. receipts per car mile	$.211	$.196	$.169	$.195
Oper. exp. per car mile	.113	.107	.089	.098

Balance Sheet.—Buffalo Ry. Co., dated Dec. 31,

ASSETS.	1897.	1898.	1899.	June 30, 1900.
Cost of road & equip't.	$11,887,037	$12,027,836	$12,742,813	$13,174,228
Stocks and bonds	368,554	1,297,229	740,949	772,949
Supplies	18,705	23,500	78,583	157,929
Open accounts	363,324	74,153	247,412	499,607
Cash assets	66,215	24,951	112,808	141,179
Other assets	5,260	5,450	24,694	56,200
Total	$12,709,095	$13,453,118	$13,947,261	$14,802,092
LIABILITIES.				
Capital stock	$5,370.500	$5,370,500	$5,370,500	$5,370,500
Funded debt	6,150,000	6,150,000	6,149,500	6,149,500
Bills payable	50,000	857,523	197,692	319,763
Loans & other liabil.	385,524	358,953	1,258,507	1,840,456
Profit and loss (sur.)	753,071	716,142	971,062	1,121,873
Total	$12,709,095	$13,453,118	$13,947,261	$14,802,092

Plant and Equipment.—Miles of track (electric) owned, 74.35, leased, 97.41, total controlled and operated, 171.76; gauge, 4 ft. 8½ in.; 94 lb. girder rail; 441 cars, of which 410 are motor cars and 31 trail cars; 7,150 H. P. engines; 2,000 H. P. rotary converters operated by power from Niagara Falls; 5,000 H. P. accumulator storage battery; Lake Erie engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers.—Pres. W. Caryl Ely, V. Pres. Daniel S. Lamont, Gen. Man. Burt Van Horn, Sec. & Treas. R. F. Rankine, Supt. R. E. Danforth, Auditor Frank E. Wood.

Directors.—T. De Witt Cuyler, Phila., Pa.; Daniel S. Lamont, Francis Lynde Stetson, Wm. B. Rankine, Charles Steele, Daniel O'Day, Robert Bacon, N. Y. City; W. Caryl Ely, Burt Van Horn, Henry M. Watson, Robt. L. Fryer, John N. Scatcherd, Geo. Urban, Jr., Buffalo, N. Y.

General Office, 180 Main Street.

References.—Description of road, Vol. VII, Feb., '91, p. 68 (ill.); Vol. VII, Aug., '91, p. 391 (ill.); (brief), Vol. X, Aug., '94, p. 515; Vol. XI, Mar., '95, p, 139, (ill.); annual report, Vol. X, June, '94, p. 410; Vol. XI, Mar., '95, p. 179; description of road (brief), Vol. XII, Oct., '96, p. 606; Niagara power, Vol. XII, Dec., '96, p. 772 (ill.); high voltage transmission line, Vol. XII, Aug. '96, p. 488 (ill.); description of road, Souv., Oct., '97, p. 588 (ill.); description of storage battery plant, Vol. XIV, July, '98, p. 383 (ill.); Niagara Falls power, Vol. XVI, Feb. 3, '00, p. 103 (ill. & map); power plant tests, Vol. XVI., July 21, '00, p. 676 (tables).

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Crosstown Street Railway Co. of Buffalo.—(Operated by Buffalo Ry. Co.). Chartered Feb. 1, 1890. Annual meeting third Tuesday in Nov.

Capital Stock, authorized, $3,000,000, issued $2,860,000; all in treasury of the Buffalo Ry. Co.

Funded Debt.—Guaranteed by Buffalo Ry. Co., which see for detailed description.

Operation.—Included in report of Buffalo Ry. Co. (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$4,643,062	$4,991,435	$5,049,284	$5,454,472
" equipment	666,546	666,395	666,394	666,489
Cash assets	10,126	32,572	40,608	
Bills receivable	3,500	16,212	2,000	2,000
Materials and supplies	7,775	4,024	2,251	
Open accounts	58,849	153,851	113,753	6,798
Total	$5,389,858	$5,864,489	$5,874,290	$6,129,759
LIABILITIES.				
Capital stock	$2,655,000	$2,860,000	$2,860,000	$2,860,000
Funded debt	2,486,000	2,830,000	2,830,000	2,974,000
Int. fun'd debt due and ac.	17,800	20,667	24,641	29,133
Taxes due and accrued			19,275	20,323
Loans	75,097	5,168		44,939
Accounts payable	30,424	24,895	13,888	31,131
Profit and loss (surplus)	125,537	123,759	126,485	170,233
Total	$5,389,858	$5,864,489	$5,874,290	$6,129,759

Plant and Equipment.—Miles of track (electric), 97.41; gauge, 4 ft. 8½ in.; 45 lb to 94 lb. girder rail; 251 motor cars; Gen. Elec. motors.

General Office, 180 Main St., with Buffalo Ry. Co.

Officers.—Same as Buffalo Ry. Co.

Directors.—Robert Bacon, W. Caryl Ely, W. B. Rankine, Burt Van Horn, F. L. Stetson, D. S. Lamont, T. De Witt Cuyler.

Reference.—Increase of stock, Vol IX, Feb., '93, p. 128.

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Buffalo Traction Co.—Chartered Dec. 23, 1895. Annual meeting first Tuesday in Sept. The entire issue of the capital stock of this company is owned by the Buffalo Ry. Co., which is operated as a part of the system of the International Traction Co.

Capital Stock, authorized, $3,000,000, issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $673,000; dated Dec. 1, 1898, due 1948; int. payable June and Dec., at office of Metropolitan Trust Co., of New York, trustee of mortgage.

Operation.—For period from

	Oct. 8, 1897, to June 30, 1898.	Year ending 1899.	June 30, 1900.
Gross receipts	$42,706	$70,631	$86,077
Operating expenses	55,515	75,909	67,523
Deficit from operation	12,809	5,278	18,554
Other deductions.			
Interest on funded debt.	31,558	17,500	31,465
Taxes	1,495	7,248	7,879
Deficit for year	$45,862	30,026	20,790
Total deficit		75,888	65,120
Accrued interest on bonds, remitted 1899, furnished by Stockholders to pay expenses 1900		31,558	24,458
Deficit		44,330	40,662

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried, including transfers	1,839,845	2,294,388
Car miles run	326,228	717,322
Total receipts per car mile	$.092	$.120
Operating expenses per car mile	.099	.094

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$1,372,776	$1,200,926	$1,289,797
Cash on hand	6,558	5,866	5,597
Material and supplies	1,106	14,550	4,791
Open accounts	189	2,767	1,486
Prepaid insurance	398	1,298	1,347
Profit and loss (deficit)	45,862	44,320	40,662
Total	$1,426,889	$1,269,737	$1,343,680
LIABILITIES.			
Capital stock	$515,100	$600,000	$600,000
Funded debt	858,000	600,000	673,000
Interest accrued	31,558	2,925	3,329
Accounts payable	16,968	48,184	62,759
Pay rolls	1,611	15,000	742
Accrued taxes	1,252	1,978	2,309
Employees' deposits	2,400	1,650	1,541
Total	$1,426,889	$1,269,737	$1,343,680

Plant and Equipment.—Miles of track (electric) 23.24; gauge, 4 ft. 8½ in.; 87½ lb. steel rail; 33 motor cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. Geo. Chambers.

Directors.—Charles Steele, C. R. Huntley, T. De Witt Cuyler, W. Caryl Ely, Burt Van Horn, W. B. Rankine, F. L. Stetson, D. S. Lamont, Robert Bacon.

General Office, 180 Main St., Buffalo.

Reference.—Description of road, Souv., Oct. '97, p. 590.

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Buffalo & Niagara Falls Electric Railway.—Chartered May 24, 1895. Annual meeting second Wednesday in Oct. This company operates a line from the Buffalo city limits, through Tonawanda and North Tonawanda to the city limits of Niagara Falls. Power is furnished from the Niagara Falls Power Co.'s electric plant, delivered at Tonawanda. In Mar., 1900, the entire capital stock of this company was owned by the International Traction Co.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Jan. 15, 1895, due 1935; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at Mercantile Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. gold bonds, authorized $250,000, issued $175,000; coupon, but may be registered; dated July 1, 1896, due 1921; denom. $1,000; int. payable Jan. and July, at office of Colonial Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$136,756	$155,497	$151,671	$155,653
Operating expenses	76,410	77,729	86,576	81,762
Earnings from operation	60,346	77,768	65,095	73,891
Deductions from earnings.				
Interest	41,837	44,300	45,275	46,250
Taxes	7,382	9,466	13,124	6,603
Net income	11,127	24,003	6,696	21,038
Dividend paid			37,500	25,000
Total surplus	5,282	29,285	*1,520	*3,962
By profit and loss			200	2,060
Net deficit			1,320	7,342

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$21,848	$22,240	$22,301	$16,636
Transportation expenses	43,104	38,996	44,104	49,451
Maint. of way and buildings	3,284	5,022	6,862	6,910
" " equipment	8,174	11,471	13,309	8,765
Total	$76,410	$77,729	$86,576	$81,762

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	*1,125,351	1,266,640	1,194,109	1,382,768
Car miles run	738,609	766,496	950,807	949,167
Gross receipts per car mile.	$.185	$.203	$.159	$.164
Operating exps per car mile	.103	.101	.091	.086

* Includes transfers.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,817,992	$1,826,214	$1,830,101	$1,838,705
" equipment	342,425	350,894	347,017	339,777
Other permanent Invest.				7,500
Cash and current assets	7,430	1,985	41,763	59,120
Due by agents		2,729		
Open accounts	725	2,305		
Material and supplies	240	230		
Mortgages		2,091		
Other assets	2,828	658	3,681	1,387
Profit and loss (deficit)			1,320	7,341
Total	$2,171,639	$2,187,105	$2,223,882	$2,253,830

LIABILITIES.				
Capital stock	$1,250,000	$1,250,000	$1,250,000	$1,250,000
Funded debt	886,000	886,000	925,000	925,000
Accounts payable Bills payable	30,357	21,820	48,882	78,830
Profit and loss (surplus)	5,282	29,285		
Total	$2,171,639	$2,187.105	$2,223,882	$2,253,830

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 73 lb. rail; 39 motor cars, each equipped with four 50 H. P. motors; Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. W. Caryl Ely, V. Pres. Daniel S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. Edw. McDonnell, Niagara Falls, N. Y.

General Office, 180 Main St., Buffalo.

References.—Description of road, Vol. XI, Oct., '95, p. 624 (ill.), description of road, Souv., Oct., '97, p. 594 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Buffalo, Bellevue & Lancaster Railway Co.—Chartered Mar. 2, 1892, to construct and operate an electric railway between Buffalo and the villages of Lancaster, Bellevue and Depew. Annual meeting first Thursday in Mar. The capital stock of this company has been purchased by the Buffalo Ry. Co.

Capital Stock, authorized and issued, $90,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $215,000; dated June 1, 1897, due 1927; int. payable June and Dec. These bonds are understood to be guaranteed by the Buffalo Ry. Co.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$43,589	$37,576	$36,365	$43,299	$45,109
" other sources	163	2,173	2,000	2,123	2,006
" total	43,752	39,749	38,365	45,422	47,115
Operating expenses	35,718	33,862	32,111	34,820	26,371
Earnings from operation	8,034	5,888	6,254	10,602	20,744
Deductions from earnings.					
Interest on bonds	9,125	10,750	10,750	10,750	10,750
Taxes	1,189	1,276	1,664	2,677	1,292
Park expenses				3,778	635
Net income	*2,280	*6,138	*6,160	*6,603	8,067
Total surplus account	*5,446	*11,639	*12,860	*19,463	*11,305

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 6,338	$ 5,007	$ 3,765	$ 3,141	$ 1,669
Transportation expenses	21,058	19,907	18,962	21,379	17,928
Maintenance of way and bldgs	4,130	3,371	3,802	5,918	3,900
" " equipment	4,192	5,577	5,582	4,382	2,874
Total	$35,718	$33,862	$32,111	$34,820	$26,371

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	502,983	530,917	623,419	629,219
Car miles run	400,976	375,513	341,642	291,003
Total receipts per car mile	$.099	$.098	$.132	$.162
Operating expenses per car mile	.084	.084	.101	.090

Balance Sheet.—Dated June 30.

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$360,776	$369,999	$301,229	$308,352	$317,816
Cash	939	864		2,690	13,096
Open accounts	3,794	3,568	1,877	5,940	16,818
Material and supplies	4,201	5,407	4,064	349	1,308
Profit and loss (deficit)	5,446	11,639	12,859	19,463	11,305
Total	$375,156	$391,477	$320,029	$336,794	$359,343

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$ 90,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000
Funded debt	150,000	215,000	215,000	215 000	215,000
Accrued interest	2,172	5,575	896	6,271	17,021
Loans	7,424	12,649			
Accounts payable	2,793	4,417	14,133	23,773	36,349
Wages		902			
Employees' deposits				337	387
Taxes due and accrued		398		1,413	586
Contributed by sundry land companies on acct. of construction	56,081	62,537			
Sundries	1,146				
Total	$375,156	$391,477	$320,029	$336,794	$359.343

Plant and Equipment.—Miles of track (electric), 15.23; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. T and girder rail; 11 motor cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Trs. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. R. E. Danforth.

Directors.—H. M. Watson, Thos. De Witt Cuyler, George Urban, Jr., Burt Van Horn, W. B. Rankine, W. C. Ely, Robert Bacon, D. S. Lamont, F. L. Stetson.

General Office, 180 Main St., Buffalo, N. Y.

Reference.—Description of road, Vol. XIII, Souv., Oct., '94, p. 591 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Buffalo & Lockport Railway Co.—Chartered May 3, 1898, for the purpose of constructing a high speed electric railway from Hertel Ave. in the city of Buffalo to Lockport, N. Y. The company has leased from the Erie R. R., for 999 years from June 1, 1898, the Lockport branch of its railway from Lockport to North Tonawanda and a right of way to Buffalo. It has also acquired by purchase the properties of the Lock City Electric R. R. Co., the Buffalo, Kenmore & Tonawanda Ry. Co. and the Elmwood Avenue & Tonawanda Electric Ry. Co., also by lease 1 mile of track in the city of Buffalo. The operation of the through line to Buffalo commenced Aug. 15, 1898. In Mar., 1899, the company's capital stock was purchased by the International Traction Co. and the road now forms a part of their system.

Capital Stock, authorized and issued, $1,000,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $500,000; denom. $1,000; dated July 1, 1898, due July 1, 1938; int. payable Jan. and July at office of Colonial Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1900.
Receipts from passengers	$115,364
" " other sources	594
" total	115,958
Operating expenses	84,797
Earnings from operation	$31,161
Deductions from earnings.	
Interest	$25,500
Taxes	5,466
Rentals	15,833
Deficit	15,638
Total deficit	38,887

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.
Revenue passengers carried	930,359
Transfer " "	116,712
Car miles run	788,596
Total receipts per car mile	$.147
Operating expenses per car mile	$.107

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$1,214,045	$1,213,913
" " equipment	283,174	283,162
Other permanent investments	3,031	5,281
Cash and current assets	4,312	1,343
Coupon interest	12,500	10,875
Accounts receivable		279,782
Prepaid charges	399	662
Profit and loss (deficit)	23,249	38,887
Total	$1,540,710	$1,833,905

LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	500,000	500.000
Loans		284,447
Current liabilities	28,210	2,049
Interest, due and accrued	12,500	10,875
Taxes " " "		2,299
Accounts payable		33,085
Deposit fund		1,150
Total	$1,540,710	$1,833,905

Plant and Equipment.—Miles of track (electric), owned 18.83; leased 21.57; total 40.4; 45 to 94 lb. rail; 2 Gen. Elec. electric locomotives, 22 motor cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. J. H. Murray, Lockport.

Directors.—W. Caryl Ely, H. J. Pierce, Burt Van Horn, F. L. Stetson, John A. Merritt, Robert Bacon, T. DeWitt Cuyler, D. S. Lamont, W. B. Rankine.

General Office, 180 Main St., Buffalo.

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Lockport & Olcutt Railway Co.—Incorporated in April, 1900, to construct an electric railway from Lockport to Olcutt. The capital stock of this company is owned by the International Traction Co. Road placed in operation Jan., 1901.

Capital Stock, authorized and issued, $200,000; par value $100 per share

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized, $1,000,000; issued, $700,000; dated July 1, 1900; due July 1, 1920; denom. $1,000; coupon, but may be registered, cannot be called before maturity; int. payable Jan. and July at office of Morton Trust Co., of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the International Traction Co.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 60 to 90 lb. T and girder rails; 8 motor cars; Gen. Elec. generators and motors; power rented.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

General Office, 180 Main St., Buffalo, N. Y.

Date of information, Mar., 1901. z

The Niagara Falls & Suspension Bridge Railway Co.—Chartered Oct. 20, 1882. This company operates the Niagara Falls, Whirlpool & Northern Ry., under a traffic agreement. Annual meeting third Thursday in Nov. In Mar., 1899, the capital stock of this company was purchased by the International Traction Co.

Capital Stock, authorized, $750,000, issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $518,000; coupon, but may be registered; dated July 1, 1893, due July 1, 1903; int. payable Jan. and July, at office of Third National Bank, of Buffalo; trustee of mortgage, Fidelity Trust & Guaranty Co., of Buffalo.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$64,609	$59,194	$65,479	$63,417	$72,976
" other sources	12,491	30,126	30,920	27,400	30,571
" total	77,100	89,320	96,399	90,817	103,547
Operating expenses	43,827	41,691	41,999	36,583	41,003
Earnings from operation.	33,273	47,629	54,400	54,234	62,544
Deductions from earnings.					
Interest on bonds	39,960	31,080	31,080	31,080	31,080
" " float. debt		661	102		1,110
Taxes	5,428	6,407	6,592	10,950	4,738
Net income	*12,115	9,482	16,626	12,204	25,616
Dividends paid			6,000	6,000	12,000
To surplus account	*12.115	9,482	10,626	6,204	13,616
Total surplus account	*938	8,543	19,169	†15,369	28,337

* Deficit.

† $10,004 charged off during 1899 on depreciation and profit and loss accounts; 648 charged off during 1900.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 9,067	$ 7,926	$10,649	$ 7,712	$ 8,852
Transportation expenses,	23,431	21,714	21,305	20,502	23,526
Maint. of way and bldgs.	3,222	5,278	4,714	4,271	5,457
" " equipment	8,107	6,769	5,331	4,098	3,168
Total	$43,827	$41,691	$41,999	$36,583	$41,003

STATISTICS OF TRAFFIC.

Year ending June 20,	1897.	1898.	1899.	1900.
Revenue pass'gers carried	1,504,483	1,565,302	1,433,420	$1,522,474
Transfer " "			150,660	158,721
Car miles run	366,540	384,692	392,220	372,546
Total receipts per car mile	$.244	$.250	$.231	$.279
Operating exp. per car mile	.114	.109	.093	.110

Balance Sheet—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$939,878	$941,076	$955,005	$985,058
" equipment	197,603	197,603	193,272	193,211
Current assets	3,996	4,349	26,739	34,311
Total	$1,141,476	$1,143,028	$1,175,016	$1,212,580

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$600,000	$600,000	$600,000	$600,000
Funded debt	518,000	518,000	518,000	518,000
Bills and accounts payable.	14,932	5,859	41,647	66,243
Profit and loss (surplus)	8,543	19,169	15,369	28,337
Total	$1,141,476	$1,143,028	$1,175,016	$1,212,580

Plant and Equipment.—Miles of track (electric), 17.03; gauge 4 ft. 8½ in.; 60 lb. to 94 lb. girder rail; 21 motor cars and 8 open trail cars; Gen. Elec. dynamos and motors, Brill cars; rent power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. Edward McDonnell, Niagara Falls, N. Y.

Directors.—D. S. Lamont, Chas. A. Sweet, T. DeWitt Cuyler, Robert Bacon, Wm. B. Rankine, Burt Van Horn, E. C. McDougal, W. Caryl Ely, F. L. Stetson, Charles Steele.

General Office, 180 Main St., Buffalo; local offices, Niagara Falls and La Salle, N. Y.

References.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road (brief), Vol. XI, Oct., '95, p. 629 (ill.).; description of road, Souv., Oct. '97, p. 592 (ill.).

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Niagara Falls, Park & River Railway Co.—The entire issue of the capital stock of this company is owned by the International Traction Co. and the road is part of their system.

Capital Stock, authorized, $1,000,000, issued, $600,000, all purchased in Mar., 1899, by the International Traction Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $600,000; dated Oct. 10, 1893, due Jan. 2, 1914; int. payable Jan. and July, at Imperial Bank of Canada, Toronto; trustees of mortgage, D. R. Wilkie and E. B. Osler, of Toronto.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 56 lb. T rail; 41 cars, of which 25 are motor cars and 16 trail cars; Goldie & McCulloch engines, Can. Gen. Elec. dynamos and motors, Patterson & Corbin cars, McGuire trucks; water power.

Officers.—Pres. W. Caryl Ely, V. Pres. W. B. Rankine, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. J. A. Rothery, Niagara Falls, Ont.

References.—Description of road, Vol. IX, Sept., '93, p. 586; description of road, Vol. XI, Souv., '95, p. 41 (ill.); description of road, Souv., Oct., '97, p. 596 (ill.).

General Office, 180 Main St., Buffalo.

Date of information, Mar., 1901. z

For map of system, see inset between pages 46 and 47.

Niagara Falls Suspension Bridge Co. (American), and **Clifton Suspension Bridge Co.** (Canadian).—Annual meeting second Tuesday in July. This company owns and operates a suspension bridge over the Niagara River below the Falls. The entire capital stock of this company is owned by the International Traction Co.

Capital Stock, $400,000.

Funded Debt.—5 p. c. mortgage bonds, authorized and issued, $300,000.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Date of information, Mar., 1901. z

Lewiston Connecting Bridge Co. (American), and **Queenston Heights Bridge Co.** (Canadian). This company owns and operates a suspension bridge over the Niagara River below the Falls. The entire capital stock of this company is owned by the International Traction Co.

Capital Stock, $400,000.

Funded Debt.—5 p. c. mortgage bonds, authorized and issued, $125,000.

Officers—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Date of information, Mar., 1901. z

Niagara Falls, Whirlpool & Northern Railway.—Chartered Mar. 3, 1894. Annual meeting third Friday in Mar. This property is operated by the Niagara Falls & Suspension Bridge Ry. Co., under an agreement, whereby that company receives three cents and this company receives two cents for each passenger carried over the line. Operating expenses are charged to this company.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $30,000, issued, $22,500; dated July 24, 1894, due July 1, 1903; denom. $100; int. payable Jan. and July after July 1, 1896, at office of Third National Bank of Buffalo; Fidelity Trust & Guaranty Co., of Buffalo, trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$2,165	$2,730	$3,039	$3,322	$3,855
Operating expenses	3,472	2,715	3,413	3,567	2,814
Income from operation	*1,307	15	*374	*245	1,041
Deductions from earnings.					
Interest on bonds		563	1,125	1,125	1,125
Taxes		261	256	386	226
Net deficit		809	1,755	1,756	309
Coupons cancelled					2,105
Total deficit		809	2,564	4,320	2,525

* Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$70,200	$70,200	$70,200	$70,203	$70,205
" equipment	2,300	2,300	2,300	2,300	2,300
Cash and current assets		120	34	94	343
Profit and loss (deficit)	1,307	809	2,564	4,320	2,525
Total	$73,807	$73,429	$75,098	$76,917	$75,373
LIABILITIES.					
Capital stock	$50,000	$50,000	$50.000	$50,000	$50,000
Funded debt	22,500	22,500	22,500	22,500	22,500
Accounts payable	1,307	367	910	2,135	2,534
Accrued int. and taxes		563	1,688	2,282	339
Total	$$73,807	$73,429	$75,098	$76,917	75,373

Plant and Equipment.—Miles of track (electric), 1.75; gauge, 4 ft. 8½ in.; 65 lb. steel rail; 1 motor car; Gen. Elec. motors, Brill cars and trucks; rent power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen Man. Burt Van Horn, Supt. Edward McDonnell, Niagara Falls, N. Y.

Directors.—T. De Witt Cuyler, F. L. Stetson, Robert Bacon, A. J. Porter, D. S. Lamont, Charles Steele, W. Caryl Ely, Burt Van Horn, W. B. Rankine.

General Office, 180 Main St., Buffalo.

Date of information, Feb., 1901. x

For map of system, see inset between pages 46 and 47.

Buffalo, Tonawanda & Niagara Falls Electric Railroad Co.—This is a reorganization of the Tonawanda Street R. R. Co., which was chartered Apr. 23, 1890 and which was sold under foreclosure of mortgage. On Aug. 26, 1898, the Tonawanda Electric R.R. Co., and the original Buffalo, Tonawanda & Niagara Falls Electric R.R. Co., were consolidated. Municipal franchises have been granted at different times by six municipalities. Annual meeting first Tuesday in Sept. In 1900 5½ miles between Buffalo and North Tonawanda was abandoned and track taken up as authorized by R.R. Commissioners. The entire capital stock of this company is owned by the International Traction Co. and the road is now part of its system.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, coupon, but may be registered; authorized, $1,200,000, all held in treasury; dated Nov. 1, 1898, due Jan. 1, 1949; denom. $1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York City, trustee of mortgage.

Tonowanda Street R. R. Co.'s first mortgage 6 p. c. gold bonds; authorized, $250,000, issued, $60,000; dated July 1, 1892, due 1912; int. payable Jan. and July.

Tonowanda Electric R. R. Co.'s first mortgage 4 p. c. gold bonds; authorized and issued, $40,000; dated Apr. 1, 1895, due 1907: int. payable Apr. and Oct.

Operation.—Year ending June 30, 1900.

Receipts from passengers	$4,356
" " other sources	100
" total	4,456
Operating Expenses	10,793
Earnings from operation	*6,337
Deductions from earnings.	
Interest	5,200
Taxes	1,374
Net income	*12,911
Total deficit	11,056

*Deficit.

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$1,615,615	Capital stock	$1,500,000
Current assets	377	Funded debt	100,000
Profit and loss (deficit).	11,056	Current liabilities	27,048
Total	$1,627,048	Total	$1,627,048

Plant and Equipment—Miles of track (electric), 4.81; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. rail; 8 motor and 1 trail car; Niagara Falls power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. R. E. Danforth.

Directors.—James A. Roberts, T. E. Ellsworth, Robert Bacon, T. DeW. Cuyler, F. L. Stetson, D. S. Lamont, W. B. Rankine, W. Caryl Ely, Burt Van Horn.

General Office 180 Main St., Buffalo, N. Y.

Reference.—Description of road, Souv., Oct.'97, p. 591 (ill.).

Date of information, Feb., 1901. x

For map of system, see inset between pages 46 and 47.

Buffalo, Hamburg & Aurora Electric Railway Co.—Chartered March 15, 1898, for 999 years, to build an electric railway from Buffalo to Hamburg, Orchard Park and Aurora. Annual meeting third Tuesday in January. Operation of part of the road was commenced July, 1900. Entire line was in operation early in 1901.

Capital Stock.—Authorized, $400,000; issued, $54,800; held in treasury, $345,200.

Funded Debt.—First mortgage gold bonds, authorized, $400,000; issued, $300,000; held in treasury, $100,000; dated July, 1898, due July, 1922; denom. $100. $500 and $1,000; int. payable at the office of Buffalo Loan & Safe Deposit Trust Co. of Buffalo, N. Y., trustee of mortgage.

Cost of road to Jan. 1, 1901, $227,000.

Plant and Equipment—Miles of track (electric), 21.33; gauge, 4 ft. 8½ in.; 60 lb. and 67 lb. T and girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; 1,050 H. P. station plant; 2-300 K. W. dynamos.

Officers.—Pres. Albert Culver, V. Pres. Albert B. Stearns, Sec. & Supt. U. L. Upson, Treas. Warren Hunt, Gen. Man. Thomas E. Clary.

Directors.—A. J. Benzing, U. L. Upson, Albert Culver, Warren Hunt, Albert E. Stearns, Thomas E. Clary, A. H. Brainard, F. H. Bates, Geo. W Houck.

General Office, 2430 Seneca St., Buffalo, N. Y.

Date of information, Feb., 1901. x

Buffalo & Depew Railway Co.—Chartered Oct. 14, 1897. Annual meeting first Monday in Sept. This company has secured consents to build an electric railway from Buffalo to Depew, 7.25 miles. In Feb., 1901, it was reported that this company was owned and controlled by the Railways Company General of Philadelphia.

Capital Stock, authorized, $350,000, paid in, $12,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds authorized $350,000; dated July 1, 1900, due 1930; demon, $1,000 int. payable at the office of Germantown Real Estate & Trust Co., of Philadelphia, trustee of mortgage.

Cost of road to June 30, 1899, $12,500. In Nov. 1900 it was reported that construction was practically complete.

Officers.—Pres. Wm. B. Cutter, V. Pres. Geo. A. Ricker, Sec. & Treas. H. P. Bissell.

Directors.—Wm. B. Cutter, Geo. A. Ricker, H. P. Bissell, Augustin Smith, J. H. Metcalf, Geo. C. Riley, James Murphy, Frederick H. Turner.

General Office, 714 Ellicott Square, Buffalo, N. Y.

Date of information, Feb., 1901. b x

BURLINGTON, IA.

Population in 1880, 19,450, in 1890, 22,565, in 1900, 24,194.

Burlington Railway & Light Co.—This is a consolidation, in 1897, of the Burlington Electric Ry. Co., the Burlington Gas & Fuel Co. and the Burlington Electric Light Co. In May 1899, the capital stock of the Burlington Gas Light Co. was purchased for $200,000.

Capital Stock.' authorized $1,250,000, outstanding $1,100,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $750,000, issued $625,000, coupon but may be registered; dated Oct. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—This mortgage covers the railway, electric light and gas plants. $125,000 of the bonds are reserved for extensions to gas plant. Bonds may be redeemed after 5 years at 105.

Plant and Equipment.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; West. engines, dynamos and motors, Stephenson cars.

Officers.—Pres. G. H. Higbee, V. Pres. E. C. Walsh, Clinton, Ia., Sec. C. H. Walsh, Treas. J. T. Remey.

Directors.—J. J. Ranson, M. A. Walsh, J. W. Walsh, G. H. Higbee, E. C. Walsh, C. H. Walsh, J. T. Remey.

General Office, Burlington, Ia.

References.—Description of road, Vol. VII, Oct., '91, p. 552 (ill.); notes from the field, Vol. XVI, June 2, '00, p. 536.

Date of information, Feb., 1901. x

BURLINGTON, N. J.

Burlington & Mount Holly Traction Railroad Co.—This company commenced operation in Aug., 1895. It operates over track belonging to the Camden & Burlington County R. R. (a steam road).

CAPITAL STOCK, $25,000.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers.....	$13,331	$12,470	$14,035	$13,495
" other sources........	789	648	696	776
" total................	14,120	13,118	14,731	14,271
Operating expenses...........	20,331	22,631	21,624	21,535
Deficit from operation.........	6,211	9,513	6,893	7,264

PLANT AND EQUIPMENT.—Miles of track (electric), 7.15.

OFFICERS.—Treas. F. W. Schwarz.

GENERAL OFFICE, Burlington, N. J.

Date of information, Jan., 1901. b

BURLINGTON, VT.

Population in 1880, 11,365, in 1890, 14,590, in 1900, 18,600.

Burlington Traction Co.—Chartered in 1896, as the successor to the Winooski & Burlington Horse R. R. Co. Annual meeting in July.

CAPITAL STOCK, authorized and issued, $200,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p c. gold bonds, authorized, $150,000, issued, $125,000; dated Jan. 1, 1894, due 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Burlington Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30.

	1897.	1898.	1899.	1900.
Total receipts	$53,327	$49,369	$51,949	$57,435
Operating expenses inc. taxes....	33,748	33,829	35,168	40,435
Earnings from operation	19,579	15,540	16,781	17,000
Deductions from earnings.				
Interest......................	7,500	7,500	7,500	7,500
Net income......................	12,079	8,040	9,281	9,500
Dividends......................			7,750	8,000
To surplus account.............			1,631	1,500

In 1900, $14,000 was expended for new constructions.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, Gilbert and Jones cars.

OFFICERS.—Pres. Elias Lyman, V. Pres. J. A. Powers, Sec. B. H. Eagan, Treas. & Gen. Man. W. F. Hendee, Supt. & Pur. Agt. T. B. Jones, Elecn. Richard Whalen, Ch. Engr. of Power Station C. D. Nash.

DIRECTORS.—Elias Lyman, W. F. Hendee, J. A. Powers, C. W. Brownell, A. E. Richardson, F. C. Kennedy, A. O. Humphrey, John J. Flynn, L. H. Turk.

GENERAL OFFICE, 182 College St., Burlington, Vt.

Date of information, Dec., 1900. z

Military Post Street Railway Co.

CAPITAL STOCK, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. F. C. Kennedy, V. Pres. & Man. W. F. Hendee, Sec. C. W. Brownell, Treas. J. J. Flynn, Supt. & Pur. Agt. T. P. Jones, Elecn. & Ch Engr of Power Station Richard Whalen.

GENERAL OFFICE.—182 College St., Burlington, Vt.

Date of information, Dec., 1900. z

Burlington & Hinesburgh Railway Co.—This road is now under construction.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars; 2-200 K. W. Gen. Elec. generators.

OFFICERS.—Pres. & Sec. H. D. Clark, V. Pres. Gen. Man. & Pur. Agt. Robert Avery, Treas. C. W. Brownell, Ch. Engr. F. O. Sinclair.

GENERAL OFFICE, 174 Main St., Burlington, Vt.

Date of information, Nov., 1899. x

BUTLER, PA.

Butler Passenger Railway Co.—This company's road is yet under construction, four miles only being placed in operation about Sept. 1, 1900.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation 4, guage 4 ft. 8½ in.; 65 lb. girder rail, 4 motor cars, 150 K. W. West generator, 8 motors, 35 H. P. each, power rented.

OFFICERS.—Pres. A. L. Reiber, Sec. A. E. Reiber, Treas. J. B. McJunkin, Supt. & Engr. W. H. Pape.

GENERAL OFFICE.—1 Reiber Building, Butler, Pa.

Date of information, Jan., 1901. d

BUTTE, MONT.

Population in 1880, 3,363, in 1890, 10,723, in 1900, 30,470.

Butte Electric Railway Co.—Incorporated in West Virginia, Dec. 1899, as the successor to the Butte Consolidated Railway Co., which was chartered Apr., 1887, and sold at foreclosure sole in 1899. The new company have built new power house and car barn and extended the road to Walkerville.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $700,000; dated Mar. 1, 1900. due 1925; subject to call on and after Mar. 1, 1915; sinking fund of 10 p. c. begins Mar. 1, 1916; int. payable Mar. and Sept. at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 40 lb. 52 lb. and 72 lb. T rail; 35 motor passenger cars and 9 motor freight cars; 1300 H. P. engines, 2-725 K. W. dynamos, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos, Sprague motors, St. Louis and Stephenson cars, Peckham, Graham and Stephenson trucks.

OFFICERS.—Pres. W. A. Clark, V. Pres. Francis E. Sargent, Sec. & Treas. J. C. Kennedy, (43 Cedar Street, N. Y. City.) Gen. Man. J. R. Wharton, Supt. J. S. Wathey, Ch. Engr. D. J. Hartnell, Elecn. George Whitcomb.

GENERAL OFFICE, Main and Park Sts., Butte, Mont.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 246 (ill).

Date of information, Feb., 1901. z

CAIRO, ILL.

Population in 1880, 9,012, in 1890, 10,324, in 1900, 12,000.

Egypt Electric Co.—This is the successor to the Delta Electric, Power, Light & Street Car Co., which was sold under foreclosure. Chartered July 7, 1896, for 50 years. Annual meeting June 25.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars, Russell engines, Nat. and Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. Kluge, V. Pres. Henry Hasenjaeger, Sec. & Treas. C. V. Neff, Supt. & Elecn. J. Herboldsman, Ch. Engr. James Smith.

DIRECTORS.—Wm. Kluge, E. A. Buder, H. Hasenjaeger, J. H. Galligan, C. V. Neff.

GENERAL OFFICE, 209 Eighth St., Cairo, Ill.

Date of information, Feb., 1901. d

Cairo Electric Railway Co.—Chartered May 28, 1890, for 20 years. Municipal franchise granted July 10, 1890, for 20 years. Annual meeting last Thursday in May. This company leases the Sycamore Street Ry.

CAPITAL STOCK, authorized, $75,000, issued, $52,400.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $75,000; issued, $52,400; dated June 1, 1891, due 1911; denom. $100 and $500, int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track owned (electric), 5.71, leased, .85; gauge, 4 ft. 8½ in.; 40 lb. T rail; 11 motor cars and 2 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Laclede, Stephenson and St. Louis cars, Sheffield and Diamond trucks.

OFFICERS.—Pres., Treas. & Pur. Agt. E. W. Halliday, V. Pres. C. O. Patier, Sec. C. Cunningham, Supt. Edwin Halliday, Elecn. W. A. Rittenhouse.

DIRECTORS.—Andrew Lohr, H. W. Schuh, Charles O. Patier, Charles Cunningham, E. W. Halliday.

GENERAL OFFICE, 511 Levee St., Cairo, Ill.

Date of information, Feb., 1901. d

CALAIS, ME.

Population in 1880, 6,173, in 1890, 7,290, in 1900, 8,000.

Calais Street Railway Co.—Chartered Mar. 17, 1893. This company owns and operates the St. Stephen Electric Street Ry. of St. Stephen and Milltown, N. B. Annual meeting in July.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share. Dividends, 3. p. c. per annum.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated, July 1, 1898, due, 1918; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers..	$25,476	$23,907	$22,965	$21,861	$23,936
" other sources	231	75	287	431	425
" total..............	25,707	23,982	23,252	22,292	24,361
Operating expenses........	17,504	18,968	18,509	18,130	20,404
Earnings from operation...	8,203	5,014	4,743	4,162	3,957
Discount on accrued interest.				3,007	
Deductions from earnings.					
Interest on bonds......	5,988	6,583	6,000	5,000	5,680
Taxes..................	481	480	398	497	
Other deductions.......		998	132	278	
Net income...............	1,734	*3,047		1,394	*1,723
Deficit....................	1,319	3,047	1,787	1,394	
Total deficit..............	3,053	8,364	10,151	8,757	10,700
Per ct.op.exp.to total recpts..	68.1	79.1	79.9	81.3	83.7

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses.......	$ 4,172	$ 4,803	$ 3,200	$ 2,955	$ 4,337
Maint. of way & bldgs...	2,013	1,344	1,751	1,554	1,652
" equipmment...	1,429	2,505	2,935	2,572	2,787
Transportation expenses.	9,890	10,315	10,623	11,049	11,628
Total...............	$17,504	$18,968	$18,509	$18,130	$20,404

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried......	548,343	513,649	485,613	449,531	482,004
Car miles run...........	183,960	183,960	183,960	183,960	183,960
Total rec'ts per car mile..	$.140	$.130	$.126	$.121	$.132
Op. exp. per car mile....	.095	.103	.100	.098	.111

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1889.	1900.
Cost of road..........	$149,000	$149,000	$149,000	$149,000	$149,000
Cost of equipment.....	19,800	19,800	19,800	19,800	19,800
Other perm. invest....	31,200	31,200	31,200	31,200	31,200
Cash & current assets.	6,084	883	532	1,022	
Profit and loss (deficit)		8,364	10,151	8,757	10,700
Total	$206,084	$209,247	$210,683	$209,779	$210,700
LIABILITIES.					
Capital stock.........	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt..........	100,000	100,000	100,000	100,000	100,000
Loans & bills payable.	6,084	2,200			
Current liabilities.....		5,795	9,543	6,683	4,500
Accrued liabilities.....		1,253	1,140	3,096	6,200
Total.............	$206,084	$209,247	$210,683	$209,779	$210,700

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 48 lb. T rail; 7 motor cars; Edison dynamos and West. motors, Ball engines, Briggs and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. A. Curran, Treas. & Gen. Man. Chas. W. Young, Sec., Supt. & Pur. Agt. Chas. F. Pray.

DIRECTORS.—Geo. A. Curran, Chas. F. Pray, C. W. Young, Calais, Me.

GENERAL OFFICE, Calais, Me.

Date of information, Jan., 1901. z

CAMDEN, N. J.

Population in 1880, 41,659, in 1890, 58,313, in 1900, 75,935.

Camden & Suburban Railway Co.—Chartered 1896, for the purpose of effecting a consolidation of the Camden Horse R. R. Co., and the West Jersey Traction Co. On Apr. 1, 1896, this company began operating the lines of the Camden Horse R. R. Co. under lease. In 1901 an extension from Merchantsville to Moorestown is being built.

Capital Stock, authorized and issued, $1,000,000, paid in, $300,000; par value, $25 per share.

Funded Debt.—$633,000.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts.............	$269,525	$294,246	329,810	$347,948
Operating expenses.......	244,448	285,427	219,915	216,298
Earnings from operation...	25,077	8,819	109,895	131,650
Extraordinary expenses...		14,656	155,918	47,197
Net income...............		*5,837	*46,023	84,453

*Deficit.

Plant and Equipment.—Miles of track, owned, 17.97, leased, 30; gauge, 5 ft. 2½ in.; 60 lb. to 93 lb. side bearing and girder rail; 100 motor cars; West.. Penn. Iron Works and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, L. & F., St. Louis and Stephenson cars.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. H. Lippincott, Gen. Man. W. E. Harrington.

Directors.—Wm. S. Scull, B. C. Reeve, G. G. Browning, F. W. Ayer, H. Lippincott, Edw. Dudley, S. E. Stokes, C. S. Crowell.

Date of information, Feb., 1901. z

Camden Horse Railroad Co.—Chartered Mar. 23, 1866.

Leased to the Camden & Suburban Ry. Co. on Apr. 1, 1896.

Capital Stock, authorized and issued, $250,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $250,000; due 1909; int. payable at office of New Jersey Trust Co., of Camden.

First consolidated mortgage, authorized, $500,000, issued, $250,000, in escrow (see Note), $250,000; dated May 1, 1892, due 1912; denom. $500; int. payable May and Nov., at office of New Jersey Trust Co., of Camden, trustee of mortgage.

Note.—$250,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

Operation.—Included in report of Camden & Suburban Ry. Co.

Cost of road and equipment to Jan. 1, 1900, $1,098,946.

Dividends.—In 1896, $35,000; in 1897, $40,000; in 1898 and 1899, $45,000.

Plant and Equipment.—Miles of track (electric), leased to Camden & Suburban Ry, 30.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. G. G. Browning.

General Office, 200 Market St., Camden, N. J.

Date of information, Feb., 1901. z

Camden, Gloucester & Woodbury Railway Co.—Chartered May 8, 1893, in perpetuity. The entire capital stock of this company has been acquired by the South Jersey Gas. Electric & Traction Co. of Camden, and on Nov. 1, 1900, nearly all of the bonds of this company, amounting to $400,000 had been acquired and cancelled. For legal reasons the corporate organization is maintained, but its properties are operated as a part of the South Jersey Gas, Electric & Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt (See opening paragraph).—First mortgage 6 p. c. bonds outstanding, $400,000; dated May 1, 1894, due 1904; denom. $500; int. payable May and Nov., at office of Security Trust & Safe Deposit Co., of Camden, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.	1899.
Gross receipts...	$79,457	$135,125	$118,966	$123,424	$117,404	$123,028
Op. ex.& fix'd ch.	37,194	100,357	85,346	77,206	72,826	86,633
Net income......	42,262	34,768	33,620	46,218	44,578	36,395

Plant and Equipment.—Miles of track (electric), 23.10; gauge, 5 ft.; 80 lb. girder and T rail; 131 cars, of which 84 are motor cars and 47 trail cars; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin, Jackson & Sharp and St. Louis cars.

Officers.—Pres. J. Willard Morgan, Sec. T. P. Curly, Treas. W. J. Thompson, Supt. Wm. H. Wilson.

Directors.—J. Willard Morgan, T. P. Curley. D. Baird, Camden, N. J.; Wm. J. Thompson, H. M. Harley, H. J. West, Gloucester, N. J.; John J. Curley, G. A. Miller, Philadelphia, Pa.

General Office, Camden, N. J.

Reference.—Description of parks (brief). Vol. XIII, Mar., '97, p. 150.

Date of information, Feb., 1901. z

South Jersey Gas. Electric & Traction Co.—Incorporated 1900, to consolidate under one control the gas, electric light and electric railways of Southern New Jersey. The companies absorbed, Nov., 1900, include the Camden Gaslight Co., the Camden Gaslight & Fuel Co., the Camden & Burlington Gas & Electric Co., East Side Gas Co., the Gloucester City Electric Light Co., the Consumers Gas Co., of Woodbury; the Woodbury Electric Light & Power Co., and the Camden, Gloucester & Woodbury Ry. Co. These companies controlled the entire gas interests of the city of Camden, the gas and electric interests of Mt. Holly and Woodbury and the electric light interests of the city of Gloucester, Moorestown and Haddonfield in addition to the electric railways mentioned.

Capital Stock, authorized, $6,000,000; issued, $3,389,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds authorized, $6,000,000, issued, $3,260,000; held in treasury for future extensions and betterments, $2,740,000; dated Sept. 1. 1900, due Sept. 1, 1900, denom. $1,000; coupon, but may be registered; int. payable Mar. and Sept. at office of Fidelity Trust Co., of Newark, N. J., trustee of mortgage.

Officers.—Pres. Anthony R. Kuser, V. Pres. Wm. J. Bradley, Sec. & Treas. Thos. N. McCarter, Jr., Newark, N. J.

Directors.—M. H. McCarter, F. F. Dryden, Chandler W. Riker, Newark, N. J.; Thos. A. Nevins, Jno. L. Kuser, Wm. J. Thompson, Jno. J. Burleigh, H. W. Johnson, Charles Watson, Barker Gummere, Frank Bergen, Thos. C. Barr, Frank W. Montgomery, M. F. Griggs.

General Office.—Camden, N. J.

Date of information, Feb., 1901. x

Camden & Trenton Railway Co.—This company was organized as the successor to the Monmouth Traction Co., and to construct an electric railway from Camden through Burlington County to Trenton, about 30 miles in length. By traffic agreement with the Camden & Suburban Ry. Co., the cars of this company will run direct to the Philadelphia Ferry.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $610,000; dated Nov. 1, 1899; due 1929; denom. $500 and $1,000; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Operation—*Year ending Dec. 31, 1899.

Gross receipts	$13,456
Operating expenses	15,798
Deficit from operation	2,342

*5 miles in operation.

Plant and Equipment.—Miles of track (electric), in operation, (after Jan. 1, 1901), 30; under construction, 23; gauge, 5 ft. 2½ in.; 60 lb. rail; 18 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. H. V. Massey, Sec. Treas. & Gen. Man. M. B. Perkins, Supt. Jas. S. Gilbert.

General Office, Riverside, Burlington Co., N. J.

Date of information, Jan., 1901. z

CANAL DOVER, O.

Population in 1880, 2,208, in 1890, 3,470, in 1900, 4,367.

Tuscarawas Electric Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt, authorized and issued, $100,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 80 lb. T rail; 9 motor cars; Ball engines, Gen. Elec. dynamos and motors, Stevenson cars.

Officers.—Pres. E. A. Wentz, V. Pres. S. L. Holmes, Sec. & Treas. Theo. Wentz, Gen. Man. Supt. & Pur. Agt. L. P. Wentz, Ch. Engr. & Ch. Engr. of Power Station Charles Zimmerman, Elecn. Val. Schoelles.

General Office, Canal Dover, O.

Date of information, Mar, 1901. z

CANANDAIGUA, N. Y.

Population in 1880, 5 726, in 1890, 5,868, in 1900, 6,000.

Ontario Light & Traction Co.—Chartered June 11, 1900, as the successor, by purchase on April 21, 1900, of the Canandaigua Electric Light & Railroad Co., which was chartered Mar. 6, 1888, as the Canandaigua Electric Light Co. Charter amended and name changed July 21, 1893. Annual meeting third Tuesday in Feb. This company also owns an electric lighting plant. The plant is run by steam and water power situated five miles away.

Capital Stock, of railroad division, authorized and issued, $30,000.

Funded Debt, of railroad division, $35,649.

Operation.—The following report refers to the railway property only.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Receipts from operation	$4,018	$4,741	$5,431	$4,798	$4,356
" " other sources	113	52	100	75	72
" total	4,131	4,793	5,531	4,873	4,428
Operating expenses	2,306	2,395	5,320	3,378	2,688
Earnings from operation	1,825	2,398	211	1,495	1,740
Deductions from earnings.					
Taxes	158	76	238	202	270
Net income	1,667	2,322	*27	1,293	1,470
To surplus account	1,667	3,989	3,962		

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	84,841	109.604	118,492	98,624	89,085
Car miles run	75,000	74,440	64,545	46,419	41,593

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$54,118	$54,118	$58,594	$58,749	$58,902
" equipment	4,000	5,379	6,118	6,670	6,747
Total	$58,118	$59,497	$64,712	$65,419	$65,649
LIABILITIES.					
Capital stock	$30,000	$30,000	*$30,000	*$30,000	$30,000
Funded debt			*34,712	*35,419	35,649
Loans	26,451	29,497			
Profit and loss (surplus)	1,667				
Total	$58,118	$59,497	$64,712	$65,419	$65,649

*Being part of whole capital stock and funded debt charged to railroad.

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. girder rail; 3 motor cars and 5 trail cars; Payne engines, Gen. Elec. dynamos and motors, Jones, Stephenson and American cars.

Officers.—Pres., Treas. & Gen. Man. J. H. Pardee, Sec. H. B. Ferguson.

Directors.—Jno. H. Burgess, R. Morse, Jr., H. C. Mandeville, Elmira, N. Y.; H. B. Ferguson, J. H. Pardee, Canandaigua.

General Office, Canandaigua, N. Y.

Date of information, Feb., 1901. z

CANTON, O.

Population in 1880, 12,258, in 1890, 26,189, in 1900, 30,677.

Canton-Massillon Electric Railway Co.—Chartered 1892, as a consolidation of the Canton Street Ry. Co. and the Lakeside Street R. R. Co. The company owns the local systems in Canton and Massillon and a line connecting the two cities.

Capital Stock, authorized, $1,000,000, issued, $600,000; par value, $100 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $750,000; dated May 1, 1900, due 1902; denom. $1,000; int. payable at office of Cleveland Trust Co, trustee of mortgage and at office of Standard Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 60 lb. T and 73 lb. girder rail; 30 motor cars and 20 trail cars; Russell & Co. engines, West. dynamos, Brill and Stephenson cars.

Officers.—Pres. & Treas. W. A. Lynch, V. Pres. C. A. Gates, Gen. Man. & Supt. H. C. Fogle, Sec. A. J. Underhill, Asst. Supt. L. O'Toole.

Directors.—J. W. McClymonds, J. W. Underhill, C. A. Gates, C. M. Russell, H. C. Fogle, W. L. Alexander, W. A. Lynch.

General Office, 118 South Tuscarawas Street, Canton.

Date of information, Feb, 1901. z

Canton & Akron Electric Railway Co.—This company was organized to construct an electric railway from Akron through to Cleveland. Franchises have been secured in Stark and Summit counties, and in connection with the Canton-Alliance line and the new Cleveland & Southwestern Electric Ry., promoted by the same interests, will make a through line.

Date of informatian, Feb., 1901. x

CARROLLTON, MO.

Carrollton Electric Railway Co.—Placed in operation in 1900.

Capital Stock, $25,000; paid in $10,000.

Plant and Equipment,—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 52 lb. T rail; 3 motor cars; Gen. Elec. generators and motors, Brill cars,

Officers.—Pres. Jas. L. Minnis, V. Pres. Henry W. Tull, Sec. P. L. Trotter, Treas. Henry Ely, Gen. Man. & Pur. Agt. F. V. Crouch, Elecn. L. Vaughn.

General Office and power station, Carrollton, Mo.

Date of information, Jan., 1901. d

CAPE GIRARDEAU, MO.

Population in 1880, 3,889, in 1890, 4,297, in 1900, 4,813.

Citizens Street Railway Co.

Capital Stock, authorized and issued, $20,000.

Plant and Equipment.—Miles of track (horse), 2.5; gauge, 3 ft. 6 in., 32 lb. rail; 12 mules; 5 horse cars.

Officers.—Pres. L. S. Joseph, V. Pres. Gen. Man. Supt. & Pur. Agt. William H. Coerver, Sec. Walter Albert, Treas. John L. Miller.

General Office.—Cape Girardeau, Mo.

Date of information, Feb., 1901. z

CAPE MAY, N. J.

Population in 1880, 1,699, in 1890, 2,136, in 1900, 3,500.

Cape May Transportation Co.—This company leases the Cape May, Delaware Bay & Sewell's Point R. R. Co.

OFFICERS.—Pres. John W. Thompson, Sec. Thomas S. Stevens, Treas. & Gen. Man. J. Henry Edmunds.

Date of information, May, 1899. c

Cape May, Delaware Bay & Sewell's Point Railroad Co.—This is a consolidation, in 1892, of the Cape May & Sewell's Point R. R. Co., the Delaware Bay & Cape May R. R. Co. and the Cape May & Schellingers' Landing R. R. Co. This road is leased to the Cape May Transportation Co., at an annual rental of $7,500. It is operated only during the summer months.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. (reduced to 5 p. c. for 5 years from Feb., 1896), coupon bonds, authorized and issued, $150,000; dated Feb. 1, 1893, due 1923; int. payable Feb. and Aug., at office of New Jersey Trust & Safe Deposit Co., of Camden, trustee of mortgage.

NOTE.—By consent of bondholders, the 1895 coupons were cancelled.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$27,517	$19,262	$16,998	$18,890	$13,421
Op. exp. and fixed charges	30,105	15,956	15,071	15,516	15,499
Net income	*2,588	3,306	1,927	3,374	*2,078

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; Ball engines, West. dynamos and motors, Brill, Jackson & Sharp and Lamokin cars.

OFFICERS.—Pres. & V. Pres. David Baird, Sec. J. J. Burleigh. Treas. B. C. Reeve.

GENERAL OFFICE, Camden.

Date of information, Dec., 1900. c

CARBONDALE, PA.

The population served by the street railway system centering at Carbondale and extending through the Lackawanna Valley, a distance of 17 miles, is said to be nearly 60,000.

Carbondale Railway Co.—Chartered Apr. 27, 1900. This company is the successor to the Carbondale Traction Co., which was chartered Mar. 4, 1892, for 999 years. The Scranton Ry. Co. owns all of the capital stock and also owns the $300,000 bonds of this company. On May 1, 1900, the road was leased to and is now operated by the Scranton Ry. Co.

Capital Stock, authorized and issued, $450,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold registered bonds, authorized and issued, $300,000, dated July 1, 1900, due 1926; denom. $500; int. payable Jan. and July, subject to call on ten days' notice at 105 and accrued interest.

Carbondale Traction Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated, July 1, 1892, due 1992; denom. $500 and $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Consolidated mortgage bonds, $450,000, of which $150,000 is reserved to retire first mortgage bonds, and $300,000 is to be exchanged for bonds of the Carbondale & Forest City Passenger Street Ry. Co.

Note.—The first mortgage deed provides that $2,500 shall be passed each year to a sinking fund after 1895.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$18,244	$60,583	$61,186	$59,752
Operating expenses	21,008	62,366	44,292	44,248
Earnings from operation	*2,764	*1,783	16,794	15,504
Other expenses		2,375	14,774	11,981
Net income			2,020	3,523

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	*1900.
Cost of equipment	$841,588	$843,135	$898,059
Account of Scranton Ry. Co			1,941
Cash	1,173	473	
Profit and loss (deficit)	4,903	1,380	
Total	$847,664	$844,988	$900,000

LIABILITIES.	1898.	1899.	*1900.
Capital stock	$450,000	$450,000	$450,000
Funded debt	150,000	150,000	450,000
Loans	7,434	5,780	
Accounts payable	14,894	13,872	
Other liabilities	225,336	225,336	
Total	$847,664	$844,988	$900,000

*Balance sheet of the new company.

Plant and Equipment.—Miles of track (electric), 32.75; gauge, 5 ft. 2 in.; 48 lb., 50 lb. and 60 lb. T and girder rail; 24 motor cars; Frick-Corliss and A. & S. engines, Gen. Elec. dynamos, Gen. Elec., West. and Sperry motors, Jackson & Sharp, American, St. Louis, Brill and New Castle cars.

Officers.—Pres. C. M. Clark, V. Pres. & Gen. Man. Frank Silliman, Jr., Sec. & Treas. R. A. Jadwin,

Directors.—E. E. Hendrick, R. A. Jadwin, Carbondale; Frank Silliman, Jr., Scranton; C. M. Clark, S. W. Colton, Jr., C. Ford Stevens, H. A. McCarthy, Bullett Bldg., Philadelphia.

General Office, 234 Lackawanna Ave., Carbondale, Pa.

Power Station, Mayfield, Pa.

Date of information, Dec., 1900. z

CATSKILL, N. Y.

Population in 1880, 4,320, in 1890, 4,920, in 1900, 5,762.

Catskill Electric Railway Co.—Incorporated Jan. 14, 1897; village of Catskill franchise granted Mar. 15, 1897. Annual meeting second Monday in March. This company subsequently filed a certificate of extension from Catskill Landing to Cairo, Windham and Oak Hill, 23 miles. In Feb., 1901, 3 miles in Catskill were under operation, and it was expected to place the entire road in operation by Sept., 1901.

CAPITAL STOCK, authorized, $400,000; paid in, $60,000.

Cost of road to Dec. 31, 1900, $105,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $45,000; dated May 1, 1899, due 1949; denom. $1,000; int. payable (when issued) Jan. and July, at office of Hamilton Trust Co., of Brooklyn, trustee of mortgage.

OFFICERS.—Pres. W. E. Stewart, V. Pres. M. W. Conway, Brooklyn, N. Y.; Sec. & Treas. W. C. Wood, 15th & Madison Sts., Hoboken, N. J.

DIRECTORS.—W. E. Stewart, M. W. Conway, W. C. Wood, Daniel F. Lewis, S. S. Bowman, H. A. Mock, W. F. Wainwright, D. W. Sharpe, Brooklyn, N. Y.; Schuyler Mattison, Newark, N. J.

Date of information, Feb., 1901. z

CEDAR RAPIDS, IA.

Population in 1880, 10,140, in 1890, 18,020, in 1900, 25,656.

Cedar Rapids & Marion City Railway Co.

CAPITAL STOCK, authorized, $400,000, issued, $316,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $250,000, issued, $165,000; dated July, 1, 1891, due 1931; int. payable Jan. and July at office of American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 58 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. P. E. Hall, V. Pres. Sec. & Treas. John S. Ely, Gen. Supt. & Pur. Agt. F. L. Diserens, Ch.Engr. of Power Station R. H. Holbrook.

DIRECTORS.—P. E. Hall, John S. Ely, George B. Douglass, W. D. Douglas, H. V. Ferguson, J. E. Ainsworth.

GENERAL OFFICE, Cedar Rapids, Ia.

Date of information, Jan., 1901. z

CENTERVILLE, IA.

Population in 1880, 2,475, in 1890, 3,668, in 1900, 6,000.

People's Street Railway Co.—Chartered May 9, 1887, for 50 years Annual meeting first Monday in July.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.6; gauge, 3 ft. 8 in.; 20 lb. T rail; 14 horses, 3 horse cars; Robinson & Hitt and Laclede cars.

OFFICERS.—Pres. J. R. Wooden, Sec. Treas. & Supt. C. R. Wooden.

Date of information, Jan., 1901. z

CENTRALIA, ILL.

Population in 1880, 3,621, in 1890, 4,762, in 1900 (local estimates), 5 000.

Centralia & Central City Street Railway Co.—Chartered Jan., 1891, for 20 years. Municipal franchise granted July 2, 1891 for 20 years. Annual meeting first Monday in Feb.

CAPITAL STOCK, authorized, $10,000, issued, $8,260.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. T rail; 10 horses, 10 cars.

OFFICERS.—Pres. Chauncey House, V. Pres. J. H. Johnson, Sec. & Treas. S. A. Frazier, Supt. J. A. Garretson.

DIRECTORS.—S. A. Frazier, Hugo Prill, Chauncey House, J. H. Johnson, Norman Rexford.

GENERAL OFFICE—117 N. Locust St., Centralia, Ill.

Date of information, Feb., 1901. z

CHAMPAIGN, ILL.

Population in 1880, 5,103, in 1890, 5,839, in 1894, 8,800, in 1900, 11,000.

Urbana & Champaign Railway, Gas and Electric Co.—This company was incorporated May 12, 1897, and purchased the properties, etc., of the old corporations and companies formerly known as the Urbana & Champaign Electric Street Ry. Co., Champaign & Urbana Gas, Light & Coke Co., Champaign Electric Light & Power Co. and West End Park Co. It operates all electric traction, lighting, power, heating, gas and amusement park systems in the cities of Champaign and Urbana.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $185,000; held in escrow, $250,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July at office of Portland Trust Co., Portland, Me., trustee of mortgage.

$250,000 of these bonds are held to retire underlying bonds of that amount, dated June, 1897, of which $8,000 mature annually from June 1, 1900, until 1917, at which time the remainder of the issue matures, and $65,000 are held in treasury for extensions and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 17 cars, of which 9 are motor cars and 8 trail cars; P. A., Ide and Russell engines, West. dynamos and motors, Brownell and Laclede cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. B. McKinley, V. Pres. Geo. F. Duncan, Sec. & Treas. Edward Woodman, Gen. Supt. H. J. Pepper, Ch. Engr. F. Heimlicher, Foreman of Car Barn and Repair Shops Edw. Shirley, Supt. of Gas Dept. W. A. Bixby.

GENERAL OFFICE, Champaign, Ill.

Date of information, Feb., 1901. z

CHARLEROI, PA.

Charleroi, Bellevernon & Fayette City Electric Railway Co.—This road commenced operation on Mar. 4, 1898.

CAPITAL STOCK, $60,000.

FUNDED DEBT, $60,000.

OPERATION—	March 4 to June 30, 1898.	Year endg. June 30, 1899.	1900
Receipts from passengers	$3,447	$16,104	$4,424
" other sources	127	386	543
" total	3,574	16,490	4,967
Operating expenses	1,774	6,775	2,362
Earnings from operations	1,800	9,715	2,605
Deductions from earnings.			
Taxes	8	530	79
Interest	310	3,600	600
Rentals		550	100
Net income	1,482	6,035	1,826

BALANCE SHEET. Dated June 30.	1898.	1899.	1900.
ASSETS.			
Cost of road	$109,115	$112,019	$112,136
Cost of equipment	8,923	14,626	14,935
Cash and current assets	5,876	3,426	3,703
Total	$123,914	$130,071	$130.474
LIABILITIES.	1898.	1899.	1900.
Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	60,000	60,000	60,000
Interest due and accrued		600	
Current liabilities	3,914	3,245	2,321
Profit and loss (surplus)		6,226	8,153
Total	$123,914	$130,071	$130,474

PLANT AND EQUIPMENT.—Miles of track (electric), 2.86; gauge, 4 ft. 8½ in.; 6 motor cars.

OFFICERS.—Pres. W. L. Mellon, Sec. & Treas. John A. Irwin, Supt. Thomas Harrington.

DIRECTORS—W. L. Mellon, L. G. Woods, John A. Irwin, John S. Eberman, of Pittsburgh, Pa.; Wm. J. Berryman, of Washington, Pa.

Date of information, Feb., 1901. b

Charleroi & West Side Street Railway Co.—Chartered Feb. 6, 1899.

CAPITAL STOCK, authorized and issued $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $135,000.

OPERATION,—Year ending June 30, 1900.

Receipts from operation	$ 21,035
" " other sources	454
" total	21,489
Operating expenses	7,626
Earnings	13,863
Interest	6,125
Taxes	756
Other deductions	470
Net income	6,512

BALANCE SHEET. Dated June 30, 1900.

ASSETS.	
Cost of road	$274,100
" " equipment	14,833
Cash	13,525
Accounts receivable	142
Materials and supplies	66
Total	$302,666
LIABILITIES.	
Capital stock	$150,000
Funded debt	135,000
Accrued interest	1,850
Accounts payable	9,304
Profit and loss (surplus)	6,512
Total	$302,666

PLANT AND EQUIPMENT.—Miles of track, (electric) 4.8; gauge 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars.

OFFICERS.—Pres. W. L. Mellon, Sec. R. P; Dickson, Treas. John A. Erwin.

DIRECTORS.—W. L. Mellon, C. F. Thompson, John S. Eberman, Wm. M. Bell, W. I, Berryman, John A. Irwin.

GENERAL OFFICE.—Pittsburg, Pa.

Date of information, Feb. 1901. b

CHARLESTOWN, N. H.

Population, in 1880, 1,587; in 1890, 1,740; in 1900, 1,960.

Springfield Electric Railway Co.—This company own an electric railway running from Cheshire bridge to Charlestown and Springfield station, about two miles, which is leased to the Springfield Electric Ry. Co.,, of Springfield, Vt., for 99 years, at an annual rental of one dollar.

CAPITAL STOCK, $12,000.

OFFICERS.—Pres. Nathaniel G. Brooks, V. Pres. Jas. A. Hunt, Sec. & Treas. Frank W. Hamlin, Gen. Man. & Supt. Edward C. Crosby.

DIRECTORS.—N. G. Brooks, Jas. A. Hunt, Wm. R. Sheldon, Frank W. Hamlin, Charlestown, N. H.; Edward C. Crosby, Springfield, Vt.

GENERAL OFFICE, Charlestown, N. H.

Date of information, Jan., 1901. b

CHARLESTON, S. C.

Population in 1880, 49,984, in 1890, 54,955, in 1900, 55,807.

Charleston Consolidated Railway, Gas & Electric Co.—This company is a consolidation, Feb. 1899, of the Charleston City Ry. Co. and the Charleston & Seashore R. R. Co., and controls the entire street railway system of Charleston, Mt. Pleasant, Sullivan's Island and the Isle of Palms, and is also the owner of the Charleston Gas Light Co., the Charleston-Edison Light & Power Co. the Mt. Pleasant & Sullivan's Island Ferry Co. and the Middle Street, Sullivan's Island R. R. Co. The three power stations have been consolidated into one, where all power for railway, light and power purposes is now generated.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $1,664.000; in escrow (see note), $836,000; dated March 1, 1899, due 1999; denom. $1,000; int. payable Mar. and Sept., at offices of Baltimore Trust and Guarantee Co., of Baltimore, or the Carolina Savings Bank, of Charleston, S. C., trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

Charleston City Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $850,000, issued (see note), $770,000; dated Jan. 1, 1898, due 1923; denom. $1,000; int. payable Jan. and July at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Of the Charleston City Ry. Co.'s bonds issued, $14,000 have been redeemed by sinking fund.

$836,000 of the Consolidated bond issue are held in escrow to redeem the bonds of Charleston City Ry. Co., described above.

Operation.—	6 months ending Aug. 31, 1899.	Year ending Feb. 28, 1900.
Total receipts	$233,201	$439,921
Operating expenses	146,441	280,743
Earnings from operation	86,760	159,178
Fixed charges	76,232	144,720
Net income	10,528	14,458

Plant and Equipment.—Miles of track (electric), 34.25; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 53 motor cars and 35 trail cars; 6 generators aggregating 2,265 K. W.; Harrisburg and Ball & Wood Engines of 2,150 H. P.; Jackson & Sharp, Laclede and American cars.

Officers.—Pres. Francis K. Carey, V. Pres. P. H. Gadsden, Sec. & Treas. J. Bannister Hall, Man. Dir. S. H. Wilson, Audr. P. J. Balaguer, Cashier M. Triest, Supt. Ry. Div. T. W. Passailaigue, Supt. Gas Div. W. A. Desportes, Ch. Engr. O. Moisson, Elecn. W. W. Fuller.

Directors.—Francis K. Carey, Robert Davidson, J. Bannister Hall, Baltimore, Md.; P. H. Gadsden, Geo. W. Williams, Jr., S. H. Wilson, Wm. M. Bird, Geo. B. Edwards, Andrew Simonds, Geo. A. Wagener, Charleston, S. C.; Dr. J. S. Buist.

General Office, 141 Meeting St., Charleston, S. C.

Pres. and Sec. & Treasurer's Offices, Equitable Bldg., Baltimore, Md.

Date of information, Jan., 1901. z

CHARLESTON, W. VA.

Population in 1880, 4,192, in 1890, 6,742, in 1895, 12,500 (increase due to addition to the city of new territory), in 1900, 17,000.

Charleston Traction Co.—This company is a reorganization of the Charleston Street Railway Co. This road is at present being rebuilt.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.87; gauge, 4 ft. 8½ in.; T rail.

OFFICER.—Gen. Man. & Elecn. F. W. Sweet.

GENERAL OFFICE, 215 Kanawha St. P. O. Box 607, Charleston, W. Va.

Date of information, Feb., 1901. d z

CHARLOTTE, N. C.

Population in 1880, 7,094, in 1890, 11,555, in 1900, 21,200.

Charlotte Electric Railway, Light & Power Co.—This company operates the property owned by the Charlotte Consolidated Construction Co. In Jan., 1896, the electric lighting interests of Charlotte were merged with the street railway interests.

CAPITAL STOCK, authorized, $100,000, issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $100,000; dated Jan. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of Mercantile Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1892, expire in 1920. The company has right of way on all streets in the city.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers	$21,533	$25,419	$27,338	$27,631
" elec. light & other sourc	4,477	27.558	25,038	26,032
" total	26,009	52,977	52,376	53,663
Operating expenses	12,111	27,164	26,133	25,899
Earnings from operation	13,898	25,813	26,243	27,764
Interest on bonds	6,000	6,000	6,000	6,000
Net income	7,898	19,813	20.243	21,764
P. c. op. exp. to total receipts	46.6	51.3	49.9	48.2

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.
Cost of rd., elec. light & equip.	$146,605	$171,857	$205,042	$208,954
Real estate and improvements.	25 252	52,162	25,000	25,000
Cash	1,889	7,290	5,960	5,527
Other assets	891	919	7,050	9,615
Total	$174,637	$232,228	$243 052	$249,096
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	100,000	100,000	100,000	100,000
Bills payable		37,366	26,532	12,412
Other liabilities		192	1,609	
Profit and loss (surplus)	14,637	34,670	54,911	76,684
Total	$174,637	$232,228	$243,052	$249,096

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 13 motor cars; A. & S. engines, Sprague dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. Treas. & Pur. Agt. E. D. Latta, V. Pres. E. B. Springs, Sec. J. L. Chambers, Audr. Chas. W. Jones, Gen. Man. & Supt. F. D. Sampson.

DIRECTORS.—E. D. Latta, E. B. Springs, F. B. McDowell, J. L. Chambers, M. A. Bland.

GENERAL OFFICE, Charlotte, N. C.

Date of information, Nov., 1900. c d

CHARLOTTESVILLE, VA.

Population in 1880, 2,676, in 1890, 5,591, in 1900 (local estimates), 8,000.

Charlottesville City & Suburban Railway Co.—Chartered 1894. This company is a reorganization of the Charlottesville City & Street Ry., the Charlottesville Electric Light & Gas Co., the Virginia Ice Co. and the Jefferson Park Co. Municipal franchise 1894, for 50 years. Annual meeting second Wednesday in Sept. The new company operates a hotel, ice plant and park.

CAPITAL STOCK, authorized and issued, $70,000; par value, $100 per share.

FUNDED DEBT.—First general mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $125,000; held in escrow to retire prior lien, $25,000; dated Sept. 1, 1900, due 1920; denom. $500; int. payable Mar. and Sept., at People's National Bank of Charlottesville; trustees of mortgage, R. H. Wood, G. Perkins and C. J. Rixey.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. & Gen. Man. R. P. Valentine, V. Pres. H. C. Marchant, Sec. & Treas. F. A. Massie, Gen. Supt. & Ch. Engr. R. R. Case.

Date of information, Feb., 1901. z

CHATTANOOGA, TENN.

Population in 1880, 12,802, in 1890, 29,100, in 1900, 32,490.

Chattanooga Electric Railway Co.—Chartered 1896. This company is the successor to the former company of the same name, having purchased all its property under foreclosure of mortgage in Feb., 1896. The original company was a consolidation (Jan. 1, 1891) of the City Street R. R. Co. and the Chattanooga Electric Street R. R. Co. (Inc. May, 1888). In 1900 the reported consolidation of all Chattanooga railways was denied as far as this company was concerned.

CAPITAL STOCK, authorized and issued, $645,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $625,000, coupon, but may be registered, dated Jan. 1, 1898, due 1919; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

NOTE.—Of the consolidated mortgage bonds, $550,000 were issued to retire prior liens, and $26,000 were issued for miscellaneous purposes. The treasury bonds are reserved for future improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 25 lb., 63 lb. and 100 lb. T and girder rail; 45 motor cars and 16 trail cars; McI. & S., Beck and Taylor engines, Gen. Elec. dynamos and motors, Brill, St. Louis and Stephenson cars.

OFFICERS.—Pres. & Treas. J. H. Warner, V. Pres. Edwin Warner, Sec. Thomas P. Wells, Supt. J. W. McFarland.

DIRECTORS.—Percy Warner, W. T. Adams, J. H. Warner, Edwin Warner, Frank Sparlock.

GENERAL OFFICE, 3 Market St.. Chattanooga, Tenn.

Date of information, Mar., 1901. z

Chattanooga & Lookout Mountain Railway Co.—This company has made application for a new charter as the successor, by purchase, of the Chattanooga & Lookout Mountain R. R. Co. Two and a half miles of this line on summit of the mountain has been equipped with electricity, and the line will be extended in the near future. In Mar. 1901 this company was merged into the Chattanooga Rapid Transit Co.

PLANT AND EQUIPMENT.—Miles of track (steam and electric), 9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 locomotive, 8 cars.

DIRECTORS—S. W. Devine, R. W. King, W. A. Cary, Robert Pritchard, J. B. Frazier, George W. Davenport.

Date of information, Mar., 1901. z

Lookout Point Incline Co.—This company is successor to the Incline & Narrow Gauge Railway Co., and is now owned and operated by the Chattanooga & Lookout Mountain Railroad (which see). In Mar., 1901 it was reported that this company was merged into the Chattanooga Rapid Transit Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $65,000.

PLANT AND EQUIPMENT.—Miles of track, 2.25; operated by steam, 5, incline cable, .75; gauge 4 ft. 8½ in.; 45 lb. T rail.

Date of information, Mar., 1901. z

North Side Consolidated Street Railway Co.—A reorganization of the Signal Mountain Railway Co. and the Chattanooga & North Side Street Ry. Co. In 1900 this company was purchased by a syndicate and leased to the Rapid Transit Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75; gauge, 4 ft 8½ in.; 56 lb. girder and T rail; 8 motor cars; A. & S. engines, Thomson-Houston and Sprague dynamos and motors, Stephenson cars.

Date of information, Mar., 1901. z

Rapid Transit Co. of Chattanooga.—Charter and municipal franchises granted in 1897, in perpetuity. On May 1, 1899, this company leased the Belt Railway Co.'s lines for 45 years. This company's lines run from National Cemetery, Highland Park, Orchard Knob, Avondale, Ridgedale, East Lake, Rossville, Chickamauga Park, Hill City and Vallombrosa.

In Mar., 1901, the Chattanooga & Lookout Mountain R. R. Co., the Lookout Point Incline Co. and the North Side Consolidated Street Ry. Co. were merged into this company, which at once extended and improved the consolidated properties.

CAPITAL STOCK, authorized and issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Feb. 1, 1900, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 21.5; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 1 Siemens & Halske 550 K. W., 1 West. 115 K. W. and 1 Gen. Elec. 100 K. W. generators; 1350 H. P. engine, 6-150 H. P. boilers, West. and Gen. Elec. motors, St. Louis and Jackson & Sharp cars.

OFFICERS.—Pres. J. H. Jeffries, V. Pres. S. W. Divine, Sec. & Treas. J. W. Pittock.

DIRECTORS.—S. W. Divine, G. W. Davenport, W. B. Royster, J. H. Jeffries, Charles T. Divine, J. W. Pittock.

GENERAL OFFICE, Chattanooga, Tenn.

REFERENCE.—Purchase and improvements, Vol. XVI, Nov. 17, '00, p. 1128.

Date of information, Mar., 1901. z

CHESTER, N. H.

Population in 1880, 1,136, in 1890, 1,958, in 1900, 2,450.

Chester & Derry Railroad Association.—This company commenced operation on Oct. 1, 1896. Annual meeting May 1.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated June, 1896, due 1926; denom. $500; int. payable June and Dec., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at 105 and accrued interest after 1901.

OPERATION.—	9 mos. ending June 30, 1897.	Year ending June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$5,555	$8,372	$ 8,344
" " other sources	748	1,678	1,996
" total	6,302	10,050	10,340
Operating expenses	6,208	8,035	7,537
Earnings from operation	95	2,015	2,803
Deductions from earnings.			
Interest on funded debt	1,667	2,500	2,500
" " unfunded debt	28	163	277
Net deficit	1,600	648	*26

*Surplus.

OPERATING EXPENSES.	9 mos. ending June 30, 1897.	Year ending June 30, 1898.
General expenses	$ 608	$ 378
Maintenance of way and buildings	25	919
" " equipment	97	261
Transportation expenses	5,479	6,477
Total	$6,208	$8,035
STATISTICS OF TRAFFIC.		
Passengers carried	127,128	188,311
Car miles run	41,176	59,800
Total receipts per car mile	$.153	$ .168
Operating expenses per car mile	.152	.151

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 81,100	$ 81,100	$ 81,274	$ 81,274
Cost of equipment	10,900	11,078	11,139	12,985
Land and buildings	8,000	8,231	10,155	10,487
Cash		320	313	125
Profit and loss (deficit)		1,808	2,455	2,430
Total	$100,000	$102,537	$105,336	$107,301
LIABILITIES.				
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	50,000
Loans and bills payable		2,329	5,128	7,093
Accrued interest		208	208	208
Total	$100,000	$102,537	$105,336	$107,301

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars; West. dynamos and motors, Briggs cars, Peckham trucks; rent power.

OFFICERS.—Pres. C. S. Campbell, V. Pres. & Supt. Chas. Bartlett, Sec. A. H. Wilcomb, Treas. & Gen. Man. F. J. Shepard.

DIRECTORS.—C. S. Campbell, G. K. Bartlett, Chas. Bartlett, A. H. Wilcomb, N. W. Goldsmith, G. S. West, F. J. Shepard.

GENERAL OFFICE, Derry Depot, N. H.

Date of information, Jan., 1900. z

CHESTER, PA.

Population in 1880, 14,997, in 1890, 20,226, in 1900, 33,988.

Chester Traction Co.—Chartered Apr. 23, 1894. Annual meeting second Monday in Jan. This is a consolidation by lease of the Union Ry. Co., the Chester Street Ry. Co., the Chester & Media Electric Ry. Co., and the Chester, Darby & Philadelphia Ry. Co., comprising the entire street railway system of Chester. In 1898 the entire capital stock of the Chester Traction Co. and of the Wilmington City Ry. Co. was purchased by the Wilmington & Chester Traction Co., the capital stock of which company is now owned by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1914; denom, $1,000; int. payable May and Nov., at office of Delaware County Trust, Safe Deposit & Title Insurance Co., of Chester, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$202,270	$212,858	$237,783	$288,041
" " other sources	8,646	3,357	8,280	9,091
" total	210,916	216,215	246,063	297,132
Operating expenses	107,185	123,709	126,357	172,021
Earnings from operation	103,731	92,506	119,706	122,111
Deduction from earn.				
Interest on bonds	12,500	12,500	12,500	12,500
Taxes	2,505	13,276	8,400	10,650
Rentals	53,029	43,890	49,890	56,300
Other deductions	1,239	1,268	6,884	9,879
Net income	34,458	21,572	42,032	35,782
Dividends paid	20,000	20,000	50,000	25,000
To surplus account	14,458	1,572		10,782
Total surplus account	68,163	69,735	60,030	70,811

BALANCE SHEET.—Dated,

	Dec. 31,	June 30,			
ASSETS.	1896.	1897.	1898.	1899.	1900.
Cash	$ 1,001	$ 344	$ 9,211	$ 2,948	$ 18,958
Investments	200,108	200,108	200,108	200,108	200,108
Damage verdicts collect.	7,120	7,364			
Betterments				57,783	92,279
Accounts receivable	5,156	3,409	3,953	6,087	2,394
Construction	614,484	616,133	616,555	616,555	616,555
Equipment	30,969	32,080	36,129	36,890	55,110
Prepaid insurances	2,044	2,344	1,190		
Supplies	7,276	6,855	9,261	14,233	
Contingent expenses	3,002			2,173	
Total	$871,160	$868,638	$876,407	$936,783	$985,404

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Accounts payable	10,158	8,663	13,532	30,323	162,510
Bills payable	22,000	39,000		91,982	
Tickets outstanding	972	729			
Other liabilities			40,783	2,386	
Interest on bonds	2,083	2,083	2,360	2,062	2,083
Profit and loss (surplus)	85,947	68,163	69,732	60,030	70,811
Total	$871,160	$868,638	$876,407	$936,783	$985,404

Plant and Equipment.—Miles of track (electric), 32.87; gauge, 5 ft. 2½ in.; 60 lb. to 90 lb. T and girder rail; 69 motor cars and 10 trail cars, 2 sweepers, 1 snow plow; 1,725 H. P. station plant; Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill and Lamokin cars.

Officers.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. Wm. S. Bell, Supt. & Pur. Agt. Arthur G. Jack.

Directors.—C. M. Clark, E. J. Moore, John A. Rigg, Henry C. Moore, Rob't N. Carson.

General Office, 13th St. and Edgar Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

Reference.—Car wheel records, Vol. XIII, Sept., '97, p. 541. New lines acquired, Vol. XVI, Dec. 29, '00, p. 1,222.

Date of information, Jan., 1901. z

Union Railway Co.—Chartered Mar. 18, 1890. Annual meeting second Monday in Jan. Owned by Chester Traction Co.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, $200,000; dated Jan. 1, 1893, due 1913; coupon, but may be registered; denom. $500 and $1,000; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

Officers.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell

Directors.—E. J. Moore, C. M. Clark, John A. Rigg, Henry C. Moore, Wm. S. Bell.

General Office, 13th St. and Edge Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

Date of information, Jan., 1901. z

Chester Street Passenger Railway Co.—Chartered July 13, 1882. Annual meeting second Monday in Jan. Leased to Chester Traction Co. for $15,000 per annum, equivalent to 10 p. c. on capital stock.

Capital Stock, authorized and issued, $150,000; par value, $50 per share. Dividends 10 p. c. per annum, payable Jan. and July, by Chester Traction Co.

Funded Debt.—None.

Officers.—Pres. J. F. Black, Sec. & Treas. Wm. B. Harvey,

Directors.—Robert Wetherill, Wm. S. Blakely, Wm. B. Broomall, Geo. B. Lindsay, Geo. C. Hetzel, J. F. Black, Richard Wetherill.

General Office, 4th & Penn Sts., Chester, Pa.

Date of information, Jan., 1901. z

Chester, Darby & Philadelphia Railway Co.—Chartered June 20, 1892. Leased to Chester Traction Co. for $13,450 per annum.

Capital Stock, $100,000. Dividends 5 p. c. payable Jan. and July per annum, amounting to 6 p. c. on capital stock, interest on bonds and tolls on telford road.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated July 1, 1893, due 1913; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

Officers.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

Directors.—Richard Wetherill, J. Frank Black, E. J. Moore, Henry C. Moore, John A. Rigg.

General Office, Chester, Pa.

Date of information, Jan., 1901. z

Chester & Media Electric Railway Co.—Chartered Apr. 18, 1892. Annual meeting second Monday in Jan. Leased to Chester Traction Co., for $11,290 per annum, being 6 p. c. on stock and interest on bonds.

Capital Stock, authorized and issued, $100,000; par value, $50 per share. Dividends, 6 p. c. payable Jan and July.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Apr. 1, 1893, due 1913; denom. $1,000; int. payable Apr. and Oct.

Officers.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

Directors.—Richard Wetherill, J. Frank Black, Geo. B. Lindsay, Henry C. Moore, John A. Rigg.

General Office, Chester, Pa.

Date of information, Jan., 1901. z

Philadelphia, Morton & Swathmore Street Railway Co.—This company owns the franchises of the Media, Middletown, Aston & Chester Electric Ry. Co., and is constructing an electric railway from Darby to Media and Darby to Chester, practically connecting Philadelphia with Chester via Morton and Swathmore. Construction work is about completed and the road will soon be placed in operation.

Plant and Equipment.—Miles of track (electric), 12; gauge, 5 ft. 2 in.; 70 lb. T rail.

Officers.—Pres. & Gen. Man. Lewis J. Levick, Sec. & Treas. E. J. Hasse, Ch. Engrs. Harris & Damon.

General Office and Power Station, Folsom, Pa.

Date of information, Feb., 1900. z

CHICAGO, ILL.

Population in 1880, 503,185, in 1890, 1,099,850, in 1900, 1,698,575.

Chicago Union Traction Co.—Incorporated June 3, 1899. This company purchased for cash $3,200,000 of the stock of the West Chicago Street R. R. Co., and $2,000,000 of the stock of the North Chicago Street R. R. Co., and the two companies were leased to this company in June, 1899, the West Chicago R. R., at a yearly rental of 6 p. c. on its capital stock outstanding ($13,189,000), and the North Chicago R. R. at a yearly rental of 12 p. c. on its capital stock outstanding ($7,920,000). On Apr. 14, 1900, the Chicago Consolidated Traction Co. was acquired by this company, paying $45 in bonds of the Chicago Consolidated Traction Co., bearing 4½ p. c. (interest guaranteed), and $1.50 in cash for each share of the consolidated company's stock; $13,500,000 out of the total issue of $15,000,000 stock have accepted the offer. $500,000 of the preferred and $250,000 of the common stock of this company is owned by the American Railways Co. of Philadelphia.

Capital Stock.—Common, authorized and issued, $20,000,000; par value, $100 per share.

Preferred, 5 p. c. authorized and issued, $12,000,000. Dividends paid, 1¼ p. c. quarterly on preferred stock.

Operation.—Year ending June 30, 1900 (not including Consolidated Traction lines).

Receipts from operation	$7,477,398
" " other sources	868,350
" total	8,345,748
Operating expenses	3,761,797
Earnings	4,583,951
Deductions from earnings.	
Interest on loans, etc	45,390
Taxes	246,034
Rentals	3,688,452
Net income	604,075
Dividends	600,000
To surplus account	4,075

Officers.—Pres. & Gen. Man. John M. Roach, V. Pres. R. A. C. Smith, 2d V. Pres. W. H. Wilson, Treas. James H. Eckles, Sec. and Asst. Treas. Markham B. Orde, Asst. Man. G. A. Yuille, Supt. T. A. Henderson.

Directors.—P. A. B. Widener, Phila., Pa; H, B. Hollins, R. A. C. Smith, W. T. Johnston, N. Y. City; C. K. G. Billings, Chas. L. Hutchinson, W. H. Wilson, Jesse Spaulding, Wm. Dickenson, J. V. Clark, Chicago.

References.—Subway plans, Vol. XVI, Aug. 4, '00, p. 711; Aug. 11, '00, p. 761 (ill.); street railway commission, Sept. 15, '00, p. 863; tunnel question, Sept. 8, '00, p. 854; Sept. 22, '00, p. 871; municipal ownership, July 21, '00, p. 673; test of public opinion, July 7, '00, p. 617; Aug. 11, '00, p. 765.

General Office, 444 North Clark St.

Date of information, Feb., 1901. x

North Chicago Street Railroad Co.—Chartered May 18, 1886, for 99 years. Annual meeting in Jan. In 1898, $1,320,000 new capital stock was issued for extensions and to retire $500,000, 6 p. c. certificates of indebtedness of 1891. In June, 1899, this company was leased to the Chicago Union Traction Co., at a yearly rental of 12 p. c. on its capital stock.

Capital Stock, authorized, $10,000,000, issued, $7,920,000; par value, $100 per share.

Funded Debt.—$7,729,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $3,171,000; coupon, but may be registered; dated 1886, due $1,500,000 in 1906, $1,250,000 in 1909, $421,000 in 1916; int. payable Jan. and July, at office of the company in Chicago; trustee of mortgage, Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

6 p. c. certificates of indebtedness, $1,558,000; dated Jan. 4, 1895, due 1900 to 1915; int. payable Jan. and July in Chicago.

**North Chicago City Ry. Co.'s first mortgage 4 p. c. bonds, $500,000; coupon, but may be registered; dated July 1, 1900, due 1927; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

North Chicago City Ry. Co.'s second mortgage 4½ p. c. bonds, authorized and issued, $2,500,000; coupon, but may be registered; dated 1887, due 1927; denom. $1,000; subject to call at any time; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

The company has guaranteed the principal and interest of $688,000 of the bonds of the North Chicago Electric Railway Co., $255,000 of the bonds of the Chicago Electric Transit Co., $30,000 of the Evanston Electric Ry. Co., and $155,000 of the bonds of the North Side Electric Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the North Chicago Street R. R. Co. are still in force.

** These bonds were originally a 6 p. c. issue, falling due July 1, 1900, but were extended for 27 years at 4 p. c. on payment of 3 p. c. premium ($30 per bond).

Note.—The original issue of the company's first mortgage bonds was $1,500,000. Subsequent issues have been made under a clause in the mortgage providing that with the consent of the trustees, additional bonds may be issued for permanent improvements to an amount equal to 75 p. c. of their actual cost. This company has guaranteed the North Chicago Electric Ry. bonds ($649,000), the Chicago Electric Transit bonds ($255,000), the North Side Electric Street Ry. bonds ($155,000, and the Evanston Electric Ry. bonds ($130,000).

Leased Roads.—The company owns a controlling interest ($250,100 out of $500,000) in the capital stock of the North Chicago City Railway Co. (acquired in 1886) and operates the lines of that company under a 999 year lease, dated May 24, 1886, by the terms of which the company assumes the principal and interest of the lessor's bonded indebtedness and other liabilities, and pays as rental $30 per share on the outstanding capital stock ($249,900).

Operation.—No separate report of operations since consolidation. Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts pass..	$2,479,813	$2,694,359	$2,826,800	$2,818,399	$2,921,425
" other..	85,805	86,128	86,909	93,154	83,898
" total..	2,565,618	2,780,487	2,913,709	2,911,552	3,015,323
Operating exp.	1,347,326	1,312,107	1,394,387	1,319,927	1,390,681
Earnings op'n..	1,218,292	1,468,380	1,519,322	1,591,626	1,624,642
Fixed charges.	465,648	471,252	524,231	636,463	543,665
Net income....	752,644	997,128	995,091	955,163	1,080,977
Dividends paid	659,913	659,922	758,901	791,943	870,957
To surp. acct..	92,731	337,206	236,190	163,220	210,020
Tot'l surp.acct.	1,357.076	1,694,281	1,930,470		
Ext'a div.20 p.c.		1,100,000	1,100,000		
Net surplus....		594,281	830,470		
P. c. op. exp. to total recpts..	52.5	47.2	47.8	45.3	46.1

Dividends, in 1890, 7 p. c.; in 1891, 8 p. c.; in 1892, 11.5 p. c.; in 1893, 11.5 p. c.; in 1894, 12 p. c.; in 1895, 12 p. c. and 20 p. c. extra; in 1896, 7, 8 and 9, 12 p. c. Dividends payable quarterly, in Jan., Apr., July, Oct. Dividends on North Chicago City Ry. stock 30 p. c., payable Jan., Apr., July, Oct.

Plant and Equipment.—Miles of track, 101; operated by electricity, 84, by cable, 17; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 1,000 horses. 915 cars, of which 282 are motor cars, 126 are grip cars and 507 trail cars; Wetherill, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos and motors, Brownell, American, Stephenson, Pullman and Brill cars.

Officers.—Pres. Daniel T. Hunt, V. Pres. J. A. Rose, 2nd V. Pres. & Gen. Man. John M. Roach, Sec. & Treas. M. B. Orde, Supt. T. A. Henderson, Elecn. Jas. R. Chapman.

Directors.—Daniel T. Hunt, M. B. Orde, F. E. Smith, L. R. Altemus, John A. Rose.

General Office, 444 No. Clark St.

References.—Description of road, Vol. VI., May, '90, p. 213 (ill.); Vol. IX, Jan., '93, p. 34 (ill.); Vol. X, Aug., '94, p. 514; description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of loop, Vol. IX, Mar., '93, p. 163; description of fire, Vol. IX, Dec., '93, p. 836; annual report in full, Vol. IX, Feb., '93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 132; Vol. XI, Feb., '95, p. 118; description of road, Vol. XIII, Feb., '97, p. 115 (ill.); description of power plant, Vol. XII, Oct., '96, p. 659 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Feb., 1901. x

West Chicago Street Railroad Co.—Chartered July 19, 1887. Annual meeting in Jan. In June, 1899, this company was leased to the Chicago Union Traction Co. at a yearly rental of 6 p. c. on its capital stock.

Capital Stock, authorized, $20,000,000, issued, $13,189,000; par value, $100 per share.

Funded Debt, as follows:

First mortgage 5 p. c. coupon bonds, authorized, $4,100,000, outstanding $3,896,000; dated May 1, 1888, due 1928; denom. $1,000; int. payable May and Nov., in Chicago; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

Consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $6,104,000, in escrow (see Note), $3,896,000, in treasury, $2,500,000; coupon, but may be registered; dated 1896, due Nov. 1, 1936; denom. $1,000; int. payable May and Nov., in New York and Chicago; trustees of mortgage, Central Trust Co., of New York, and Geo. Sherman.

Debenture 6 p. c. bonds, $497,000; coupon, but may be registered; dated Dec. 1, 1894, due 1914, but subject to call; denom. $1,000; int. payable June and Dec., at office of company.

Chicago West Division Ry. Co.'s first mortgage 4½ p. c. bonds, outstanding, $4,070,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July, at company's office; trustee of mortgage, Merchants' Loan and Trust Co.

Chicago Passenger Ry. Co's. first mortgage 6 p. c. bonds, authorized and issued, $400,000; coupon, but may be registered; dated Aug. 1, 1885, due 1903; denom. $1,000; int. payable Feb. and Aug.

Chicago Passenger Ry. Co.'s consolidated mortgage 5 p.c. bonds, authorized $2,000,000, issued, $1,600,000; in escrow $400,000 to retire Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, due 1903; coupon, but may be registered; dated Nov. 1, 1896, due 1936; denom. $1,000; int. payable May and Nov. at Equitable Trust Co., trustee of mortgage.

West Chicago Street R. R. Tunnel Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Feb. 1, 1889, due 1909; int. payable Feb. and Aug. at office of Illinois Trust and Savings Bank, of Chicago.

Power House mortgages of 1928-29 (int.*5 p. c.) $204,000.

The company has guaranteed the principal and interest of $180,000 of the bonds of the North Chicago Electric Ry. Co., $842,000 of the bonds of the Chicago Electric Transit Co., the $2,000,000 issue of the Cicero & Proviso Street Ry. Co. and $500,000 first mortgage bonds of the Ogden Street Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the West Chicago Street R. R. Co., are still in force.

Note.—$6,031,000 of the consolidated mortgage bonds have been issued for the purpose of retiring $2,700,000 outstanding 6 p. c. debenture bonds, and the floating debt, amounting to about $3,000,000. In Mar., 1898, the company wrote that $2,000,000 of the 6 p. c. debenture bonds had been taken up. $3,896,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of first mortgage bonds. $2,500,000 of the consolidated mortgage bonds are held in the treasury and will only be issued for permanent improvements to the property, or for the acquirement or construction of new lines, at a rate not to exceed 75 p. c. of the cost of such additional acquisitions.

The bonds of the West Chicago Street R. R. Tunnel Co. are secured by a first mortgage on real estate and tunnel property costing $2,515,000, of which the real estate alone cost, $715,000.

In Mar. 1896, the stockholders of the Chicago Passenger Ry. Co. authorized the directors to increase its capital stock from $1,000,000 to $2,000,000, and to issue additional bonds to the amount of $1,000,000. It is understood that $730,000 of the new stock was subscribed for at par by the trustee representing the interest of the West Chicago Street R. R. Co. in the capital stock of the Chicago Passenger Ry. Co., and the remainder was taken at par by the outside stockholders. The bonds were sold to reimburse the West Chicago R. R. Co. for its expenditures upon the system of the Chicago Passenger Ry. Co.

Leased Roads.—The company owns a controlling interest ($625,100 out of $1,250,000) of the cap'tal stock of the Chicago West Division Ry. Co. and operates it under a 99 year lease, by the terms of which the company assumes the principal and interest of the lessor's funded indebtedness ($4,070,000) and pays as rental 35 p. c. per annum on the outstanding capital stock ($624,900), which it does not own.

The Chicago West Division Ry. Co. owns a controlling interest ($1,460,000 out of $2,000,000) of the capital stock of the Chicago Passenger Ry. Co., and the company also operates this property under a 99 year lease, having assumed the lessor's funded indebtedness and agreed to pay 5 p. c. per annum on its entire capital stock.

The company operates the West Chicago Street R. R. Tunnel Co.'s property under a 999 year lease made in 1889, by the terms of which the company agrees to pay an annual toll on each car passing through the tunnel, to form a rental which shall never fall below an amount sufficient to pay the interest on the bonds and to provide a sinking fund for their retirement.

The company formerly leased the property of the Cicero & Proviso Street Ry. Co., and the Ogden Street Ry. Co., but these companies are now owned by the Chicago Consolidated Traction Co.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Rects. pass....	$4,142,453	$4,157,281	$3,973,895		
" other...	38,784	44,240	45,053		
" total....	4,181,237	4,201,477	4,018,948	$3,899,918	$4,031,904
Op. exp.......	2,518,626	2,267,195	2,138,378	1,929,664	2,017,947
Earn'gs op'n...	1,662,610	1,934,282	1,880,569	1,970,254	2,013,957
Deduc. earns.					
Int. on b'nds..	240,862	241,813	241,800	1,136,185	1,198,001
Taxes & int..	128,108	169,702	280,906		
Rentals.....	490,500	490,500	493,407		
Net income....	803,139	1,032,266	864,455	834,069	815,956
Div. paid......	1,184,298	791,340	791,340	791,340	791,340
To surp. acct..	*381,159	240,926	73,115	42,729	24,216
P. c. div. paid..	9	6	6	6	6
P. c. op. exp. to tot. rects..	60.25	54.0	53.2	49.5	50.4

* Deficit.

Dividends, in 1889, 5 p. c.; in 1890, 5 p. c.; in 1891, 4¾ p. c.; in 1892, 8¾ p. c.; in 1893, 9 p. c.; in 1894, 9 p. c.; in 1895-6-7-8-9-00, 6 p. c. Dividends payable quarterly in Feb., May, Aug., Nov.

Plant and Equipment.—Miles of track, owned 72.7, leased 130, total, 202.7; operated by electricity 165.68, by cable 30.42, by horses 6.6; gauge, 4 ft. 8½ in.; 43 lb. to 90 lb. tram and girder rail; 165 horses, 1,896 cars, of which 325 are motor cars, 200 are grip cars, and 1,371 trail and horse cars, 107 sweepers and snow plows.

Officers.—Pres. Daniel T. Hunt, V. Pres. & Gen. Man. J. M. Roach, 2d V. Pres. J. A. Rose, Sec. F. E. Smith, Treas. M. B. Orde, Asst. Sec. W. S. Bell, Supt. F. L. Fuller, Pur. Agt. E. A. Blodgett, Ch. Engr. J. Z. Murphy, Elecn. James R. Chapman.

Directors.—Daniel T. Hunt, M. B. Orde, F. E. Smith, L. R. Altemus, John A. Rose,

General Office, 444 North Clark St.

References.—Description of road, Vol VI, May, '90, p. 213 (ill.); Vol. IX, Jan, '93, p. 34; Vol. X, Aug., '94, p. 514; description of power plant, Vol. VI, June, '90, p. 281 (ill.); description of Milwaukee Ave. power plant, Vol. VII, Oct., '91, p. 511 (ill.); description of power plant, Vol. VIII, Nov., '92, p. 690 (ill.); description of Blue Island Ave. power plant, Vol. IX, Sept., '93, p. 594 (ill.); description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of car shops, Vol. VII, Mar., '91, p. 122 (ill.); description of tunnel, Vol. VIII, Apr., '92, p. 244 (ill.); description of track, new loop, Vol. IX, Jan., '93, p. 13 (ill.); description of tunnel, Vol. X, May, '94, p. 290; increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. XI, Mar., '95, p. 183; operating detail, sw. and sig. tower, Vol. VIII, Feb., '92. p. 70 (ill.); App. and Agr. blanks, Vol. IX, Feb., '93, p. 91; annual reports, Vol. IX, Feb., 93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, 132; Vol. XI, Feb., '95, p. 118; improvements, Vol. VII, Oct., '91, p. 508; description of repair shop, Vol. XII, Apr. '96, p. 224 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Feb., 1900. x

Chicago Consolidated Traction Co.—Chartered Jan. 28, 1899. On Apr. 14, 1900, this company and its properties were acquired by the Chicago Union Traction Co. The latter company paid $45 in Chicago Consolidated Traction bonds and $1.50 in cash for each $100 of stock. On Feb. 27, 1899, this company purchased the entire property and assets of the following companies, exchanging for the capital stock of these companies its own capital stock in the proportion given below:

	Old stock.	New stk. received.
Evanston Electric Ry. Co..........	$ 1,000,000	$ 500,000
North Chicago Electric Ry. Co.*.....	2,000,000	3,500,000
Chicago Electric Transit Co.........	1,500,000	3,750,000
Ogden Street Ry. Co.................	2,000,000	1,100,000
Cicero & Proviso Street Ry. Co.*.....	2,500,000	1,550,000
North Side Electric Street Ry. Co....	1,500,000	3,000,000
Chicago, Jefferson & Urban Transit Co.	2,000,000	1,100,000
	$12,500,000	$14,500,000

*Including the Chicago North Shore Street Ry. Co.

The lines of this company extend over the entire North, Northwest, West and Southwest sections of the city of Chicago, and connect at their respective terminal points with the lines of the North & West Chicago Street Railroad systems.

Capital Stock, authorized and issued, $15,000,000, par value $100 per share. $14,500,000 of this capital stock was issued in exchange for $12,500,000 capital stock of underlying companies, as mentioned above, and $500,000, was sold for cash.

Funded Debt.—First mortgage 4½ p. c. gold bonds, authorized and issued, $6,750,000; dated Dec. 1, 1899, due 1939, denom. $1,000; int. payable at office of Equitable Trust Co., of Chicago, trustee of mortgage. Guaranteed principal and interest by the Chicago Union Traction Co.

The Chicago Consolidated Traction Co., when organized, assumed the following obligations of the purchased companies:

	Int. Per ct.	Amt. Outstg.
North Side Elec. St. Ry. Co's. 1st mortgage	6	$ 155,000
Chicago Elec. Transit Co's. " "	6	1,097,000
North Chicago Elec. Ry. Co's. " "	6	868,000
*Chicago No. Shore St. Ry. Co's. " "	6	675,000
" " " " " " int. on stock.	6	650,000
Evanston Electric Ry. Co's. 1st. mortgage	6	130,000
Cicero & Proviso St. Ry. Co's. " "	6	474,000
" " " " " con. bonds.	5	1,078,000
Ogden Street Ry. Co's. 1st mortgage		750,000
Chic. Jefferson & Urban Trans. Co's. 1st mort.		208,000
Total....................................		$6,085,000

*Guaranteed by the North Chicago Electric Ry. Co.

By the terms of the trust deeds of the above named mortgages, there can be no more bonds issued, except for construction and then for only 75 per cent. of the actual expenditure therefore. The Chicago Consolidated Traction Company has guaranteed the bonds of the subsidiary companies and an additional guarantee of the North Chicago Street Ry. Company is also placed upon $1,228,000 of the above stated issues and the guarantee of the West Chicago Street R. R. Co. upon $3,058,000 thereof.

Balance Sheet.—Dated Feb. 27, 1899.

ASSETS.

Construction road bed, power house, car houses, rolling stock, and rights of way....................	$20,953,464.74
Real estate............................	13,312.94
Material and supplies on hand..........	3,995.80
Cash in bank...........................	286,779.98
Bills and accounts receivable..........	73,066.14
Suspense accounts, including taxes and insurance to be prorated monthly..........	8,948.01
Chicago North Shore Street Railway Co. lessors (account paving)...........	10,284.87
Total..................................	$21,349,852.48

LIABILITIES.

Consolidated mortgage 5 p. ct. bonds, C. & P. St. Ry.	$21,078,000.00
Stock of C. N. S. St. Ry. Co. (6 p. ct. guaranteed)....	650,000.00
Accounts payable.......................	59,603.19
Bills payable..........................	12,485.00
Unpaid coupons (not presented).........	1,860.00
Accrued coupon interest................	65,559.91
Accrued rental of leased roads (C. N. S. St. Ry. Co.).	10,125.00
Employees' deposits....................	2,930.00
Deferred paving........................	11,070.00
Unearned advertising...................	240.00
Surplus................................	100,979.38
Total..................................	$21,349,852.48

Plant and Equipment.—Miles of track (electric), 230; gauge, 4 ft. 8½ ins.; 75 lb. to 85 lb. girder rail; 269 motor cars and 62 trail cars, 208 motor equipments.

Officers.—Pres. John M. Roach, V. Pres. Edwin S. Harwell, Sec. & Treas. C. F. Marlow, Supt. W. E. Halm, Engr. & Elecn. J. R. Chapman.

General Offices and Transfer Offices, 54 Wall St., New York City, and 444 North Clark St., Chicago.

Date of information, Jan., 1901. x

For map of system, see inset between pages 60 and 61.

Chicago City Railway Co.—Chartered Feb. 14, 1859, for 99 years. Annual meeting on first business day after Feb. 15.

Capital Stock.—Total authorized, $19,000,000, issued, $13,500,000, to be issued July 1, 1901, $4,500,000. The issue of July 1, 1901, is for the purpose of redeeming the $4,619,500 of bonds described below.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized, $6,000,000, issued, $4,619,500; coupon, but may be registered; dated July 1, 1881, due 1901, but redeemable at option of company at any time on 60 days' notice; denom. $100, $500 and $1000; int. payable Jan. and July in Chicago; trustee of mortgage, Charles L. Hutchinson, of Chicago.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Rects fr'm pass..	$4,761,946	$4,781,055	$4,799,606	$5,162,665	$5,506,313
" other sources	46,921	35,461	33,200	31,774	36,866
" total........	4,808,867	4,816,516	4,832'806	5,194,439	5,543,179
Operating exp's (inc'ing taxes).	2,977,209	2,908,982	2,926,490	3,325,677	3,655,900
E'rn'gs fr'm op'n	1,831,658	1,907,534	1,906,316	1,868,762	1,888,179

Deduc. fr'm earn.	1896.	1897.	1898.	1899.	1900.
Int. on bonds.	207,878	207,878	207,878	207,878	207,878
Depreci'n and new rails...	181,568	50,000			
Cars and car equipment.....			90,000		
Net income.....	1,442,212	1,649,656	1,608,438	1,660,884	1,680,301
Dividends paid..	1,289,787	1,440.000	1,440,000	1,499,997	1,575,000
To surplus acct..	152,425	209,656	168,468	160.887	105,301
P. c. op. exp. to total receipts..	61.9	60.8	60.55	64.02	65.94
Daily receipts...			13,150	14,144	15,086

STATISTICS OF OPERATION.

Year ending Dec. 31,	1897.	1898.	1899.	1900.
Rev. pass. car. cab.	41,444,636	38,482,628	38,428,405	43,228,849
" " horse	691,051	477,313	629,346	443,373
" " elec.	53,485,425	57.032,173	64,195,549	67,170,980
" " total	95,621,112	95,992,114	103,253,300	110,843,202
Trans. " "				46,118,004
Miles run, cable...	12,562,610	11,678,020	11,741,840	15,702,380
" " horse ..	198,860	143,000	111,470	104,960
" " electric..	11,616,530	12,563,380	14,517,690	13,425,020
" " total....	24,378,000	24,385,300	26,371 000	29,232,360
Pass. rec. car mile, c.	$.16495	$.16477		$.160
" " " h.	.17375	.15685	$.19577	.200
" " " e.	.23021	.22698		.213
" " " Av.				.188
Op. exp. car mile, c.	.10706	.10815		.112
" " h.	.24096	.27258		.244
" " e.	.13051	.12929		.135
" " av'ge	.11932	.12001	.12611	.125

Dividends, 12 p. c. per annum. In 1893, 24 p. c. Dividends payable quarterly, Mar. June, Sept. and Dec.

Plant and Equipment.—Miles of track, 209.82; operated by horses, 1.86, by electricity, 173,2 by cable, 34.75; gauge, 4 ft. 8½ in.; 78 lb. to 85 lb. girder rail; 78 horses, 1882 cars, of which 968 are motor cars, 251 are grip cars, 8 mail cars and 655 trail cars; West. dynamos and West. and Gen. Elec. motors; cars built by the C. C. Ry. Co., Jones, Brill, Stephenson, Pullman, Wells & French, St. Louis; Maguire and Moore trucks.

Officers.—Pres. D. G. Hamilton, 1st V. Pres. Joseph Leiter, 2d V. Pres. Wm. B. Walker, Treas. Thomas C. Penington, Sec. Frank R. Greene, Auditor C. N. Duffy, Gen. Man. Robt. McCulloch.

Directors.—Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, William B. Walker, Otto Young, George T. Smith, Arthur Orr.

General Office, 2020 State St.

References.—Description of road, Vol. VIII, Dec., '92, p. 724 (ill.); Vol. IX, Jan., '93, p. 34; Vol. X, Aug., '94, p. 510 (ill.); description of new elec. power plant, Vol. IX, Aug., '93, p. 510 (ill.); description of engine room, Vol. VIII, June, '92, p. 333 (ill.); description of loop, Vol. VIII, July, '92, p. 394; description of signal tower, Vol. IX, May, '93, p. 326; description of system of cable handling, Vol. X, Aug., '94, p. 496 (ill.); coal consumption, Vol. X, Aug., '94, p. 497; description of switching system, Vol. X, Sept., '94, p. 577 (ill.); description of track crossings, Vol. XI, Jan., '95, p. 44 (ill.); description of tower wagon, Vol. XI, Mar., '95, p. 149 (ill.); description of tunnel construction on 21st St., Vol. XI, Mar., '95, p. 170 (ill.); repairing split gear, Vol. XI, Mar., '95, p. 171 (ill.); operating detail, snow and wreckage, Vol. XI, Mar., '95, p. 157; annual reports, Vol. IX, Feb., '93, p. 96; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 133; Vol. XI, Feb., '95, p. 118; description of road, Vol. IX, Mar., '93, p. 162; description of power plant, Vol. XI, Souv.,'95, p. 68 (ill.); description of electric transfer table, Vol. XI, May, '95, p. 309 (ill.); description of power plant, Vol. XIII, Mar., '97, p. 163 (ill.); recent extensions (brief), Vol. XII, Dec., '96, p. 757; description of road (brief), Vol. XII, Oct., '96, p. 604; operating detail, Vol. XII, Aug., '96, p. 468 (ill.); new motors (brief), Vol. XII, July, '96, p. 441 (ill.); operating detail, Vol. XII, July, '96, p. 402 (ill); proposed extensions (brief), Vol. XII, May, '96, p. 281; party car and mail car, Vol. XII, June, '96, p. 359 (ill.); operating detail (brief), Vol. XII, June, '96, p. 357; annual report, Vol. XIV, Feb., '98, p. 104; track indicator car, Vol. XIII, June, '97, p. 364 (ill.); new car coupler, Vol. XIII, June, '97, p. 367 (ill.); handling of controllers, Vol. XIII, Sept., '97, p. 538 (ill.); operating detail, Vol. XV, Feb., '99, p. 105; repair shop records, Vol. XV, Apr., '99, p. 222; annual report, Vol. XVI, Jan. 27, '00, p. 101; annual report, Vol. XVII, Jan. 26, '01, p. 135.

Date of information, Feb., 1901. z

The Calumet Electric Street Railway Co.—Chartered 1890. This company has leased a portion of the lines of the Chicago Electric Traction Co., and makes connection with the South Side Elevated R. R. Co.'s line at South Park Avenue, giving direct rapid transit to the center of the city for all the outlying districts of South Chicago, Parkside, Manhattan and Cheltenham Beaches, Robey and Hammond, Ind., also Burnside, Auburn Park, Roseland, Kensington, West Pullman, Pullman and Fernwood. It makes direct connection with the lines of the Chicago City Ry. Co. at these points, and also connects with the South Side Elevated R. R. Co.'s line at Stony Island Ave. and 63d St., and with the Illinois Central R. R. at Grand Crossing and at 67th St. Receiver was appointed for this road on Apr. 30, 1897. In Mar. 1900, Edwin A. Potter succeeded John McNulta as receiver.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, outstanding, $51,000; dated Sept. 1, 1892, due 1912; int. payable Mar. and Sept.

Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000; issued, $2,949,000; coupon, but may be registered; dated Nov. 1, 1894, due, 1909; denom. $1,000; int. payable May and Nov., at office of The Equitable Trust Co., of Chicago, trustee of mortgage.

Receiver's 5 p. c. certificates, authorized, $850,000; issued, Feb. 1, 1901, $506,000; dated July 1,1 899, redeemable July 1, 1904.

Plant and Equipment.—Miles of main line, 48, of second track, 42, total track (electric), 90; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 227 cars, of which 115 are motor cars and 112 trail cars; Ball, Buckeye and A. & S. engines, Gen. Elec., Walker and Detroit dynamos and motors, American, Lamokin, Pullman and St. Louis cars.

Officers.—Receiver Edwin A. Potter, Pres. John Farson, Sec. & Treas. E. E. Simmons, Gen. Man. H. M. Sloan.

Directors.—Edwin A. Potter, G. E. Adams, John Farson, Charles R. Corwith, Frank H. Jones.

General Office, N. Y. Life Insurance Building, Chicago, Ill.

References.—Description of road, Vol. IX, Mar., '93, p. 161 (ill.); increase of bonds, Vol. XI, Mar., '95, p. 183; lease (brief), Vol. XII, Aug., '96, p. 473; recent extensions (brief), Vol. XII, Dec., '96, p. 757.

Date of information, Feb., 1901. z

Chicago Electric Traction Co.—Chartered Jan. 3, 1898, for 50 years. Municipal franchises granted at various times from 1893-97, for periods of 20 to 50 years. This is a reorganization of The Englewood & Chicago Electric Street Railway, which was sold at foreclosure sale Oct. 12, 1897 (confirmed Nov. 19, 1897). This company owns the franchises originally owned by the Harvey Transit Co., which was absorbed by the Harvey Water & Light Co., of Harvey, Ill. On June 13, 1900, Charles Henrotin was appointed receiver, and he has been authorized to issue certificates for the purpose of changing the motive power from storage battery to overhead trolley system, which it is expected will be accomplished by June, 1901.

Capital Stock, authorized, $2,000,000, to be held in voting trust for five years.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000; dated Jan. 1, 1898, due 1928; denom. $1,000; int. payable Jan. and July at office of Manhattan Trust Co. of New York; trustees of mortgage, J. Kean and Manhattan Trust Co.

Second consolidated mortgage, 5 p. c. income bonds, authorized and issued, $2,000,000; dated Jan. 1, 1899, due 1929; denom. $1,000; int. payable Apr. and Oct.

Second mortgage bonds are debentures for first 5 years only.

Operation.—Year ending Dec. 31,	1898.	1899.
Gross receipts............	$61,238	$83,838
Operating expenses............	53,204	70,420
Earnings............	8,034	13,418

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 65 motor cars and 20 trail cars; Bullock engines, E. S. B. batteries, St. Louis cars, Dupont trucks.

Officers.—Receiver Charles Henrotin, Pres. Isaac L. Rice, V. Pres. H. Atkinson, Sec. & Gen. Man. E. R. Gilbert; Treas. J. S. Bache, Supt. A. E. Davies.

Directors.—Samuel R. Shipley, Henry Levis, Philadelphia; Isaac L. Rice, H. Atkinson, Jules S. Bache, New York; Charles R. Holden, Carl Meyer, E. R. Gilbert, William L. Tibbs, Thomas A. Moran, Jr., Alfred S. Austrian.

General Offices, 88th St. and Vincennes Road.

References.—Results of storage battery traction, Vol. XIV, Jan. '98, p. 43.

Date of information, Jan., 1901. x

Chicago General Railway Co.—Chartered Oct. 21, 1893. Annual meeting second Monday in Jan. In May, 1896, the West & South Towns Street Ry. Co. was consolidated with this company. On Apr. 17, 1900, Frank H. Sellers was appointed receiver, and reorganization committees of bondholders and stockholders were appointed, but up to Feb. 1901, no definite reorganization plan had been adopted.

Capital Stock, authorized, $10,000,000, issued, $772,350 (see note); par value, $100 per share.

Funded Debt.—General mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $1,438,000 (see Note); dated Nov. 1, 1895, due 1935, but subject to call at 105 and interest on Nov. 1, 1905, or semi-annually thereafter; coupon but may be registered; denom. $500 and $1,000; int. payable May and Nov., at office of Merchants'

Loan & Trust Co., of Chicago, trustee of mortgage; 1900 coupons defaulted.

West & South Towns Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000, but outstanding Feb. 1, 1901, $290,000; coupon, but may be registered; dated Feb. 8, 1892, due Aug. 1, 1912, but redeemable after Feb. 1, 1902, at 105 and interest; denom. $1,000; int. payable Feb. and Aug., at office of Merchants' Loan & Trust Co.; trustee of mortgage, Northern Trust Co., of Chicago; Aug., 1900 and Feb., 1901 coupons defaulted.

Note.—$272,350 of the stock issued is in litigation; $362,000 of of the general mortgage bonds are held in escrow to retire the West & South Towns Ry. Co.'s bonds described above.

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.
Receipts from passengers	$81,221	$80,027	$78,699	$117,294
" other sources	861	16,224	1,122	2,445
" total	82,082	96,251	79,821	119,739
Operating expenses	64,334	49,273	42,517	59,573
Earnings from operation	17,748	46,978	37,304	60,166
Deductions from earnings.				
Fixed charges		45,248	36,155	55,202
Net income		1,730	1,149	4,964

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.
Maintenance	$10,357	$ 5,473	$11,733
Transportation	38,916	29,411	39,763
General expenses and taxes		7,633	8,077
Total	$49,273	$42,517	$59,573

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 5 horses; 30 motor cars; Bates engines, Gen. Elec. dynamos and motors, Pullman cars, Peckham trucks.

Officers.—Pres. J. P. Black, V. Pres. C. L. Bonney, Sec. & Treas. L. C. Bonney, Ch. Engr. G. W. Botham.

Directors.—C. L. Bonney, N. D. Lawton, J. P. Black, Lawton C. Bonney, Lyman M. Paine, W. A. Goodman, M. F. Driscoll.

General Office, 1496 W. 22nd St.

References.—Increase of bonds, Vol. XI, Jan., '95, p. 58; annual report, Vol. X, Sept., '94, p. 600; Vol. XI, Feb., p. 119. WEST & SOUTH TOWNS STREET RY. CO.—Prospectus, Vol. IX, Mar., '93, p. 161; receiver appointed, Vol. XVI, Apr. 21, '00, p. 401; municipal ownership and reduced fares, Aug. 4, '00, p. 761; reorganization, Sept. 1, '00, p. 850.

Date of information, Feb., 1901. z

South Chicago City Railway Co.—Chartered May 31, 1883, for 99 years. Annual meeting in May. This company is operated in connection with the Hammond, Whiting & East Chicago Electric Ry. Co., from Madison Ave. and 63d St., south and east along the Lake Michigan Shore, and the Calumet River, in Chicago, and Lake County, Indiana.

Capital Stock, authorized, $2,000,000, issued, $1,603,800; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,513,000; coupon, but may be registered; dated Apr. 1, 1893, due Oct., 1913; denom. $1,000; int. payable Apr. and Oct., at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

First mortgage 5 p. c. currency bonds, issued, $50,000; dated July 1, 1890, due 1910; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 57 motor cars and 40 trail cars; Wheelock and Allis-Corliss engines, Stirling boilers, Gen. Elec. and West. dynamos, West. motors, St. Louis, Pullman and Brownell cars.

Officers.—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. Treas. & Pur. Agt. O. S. Gaither, Supt. Wm. Walmsley.

Directors.—D. F. Cameron, V. Shaw Kennedy, D. M. Cummings, C. R. Corning, O. S. Gaither.

General Office, 308 First National Bank Building.

References.—Description of road, Vol. IX, Mar., '93, p. 162; recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Feb., 1901. z

The Suburban Railroad Co.—This company was chartered originally in May, 1895, under the name of the Suburban Electric Ry. Co. It leased in May, 1896, for 50 years, the Harlem & Batavia Division and the Southwestern Division of the Chicago & Northern Pacific Ry. The company owns municipal franchises for the village of Riverside, the town of Cicero and the villages of La Grange and Grossdale.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $1,250,000; dated Mar. 2, 1896, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Chicago Title & Trust Co., trustee of mortgage, and also at their New York correspondent's office.

Further issue of bonds may be made at the rate of $50,000 per mile double track, or $30,000 per mile single track owned.

Plant and Equipment.—Miles of track owned 33.5, leased 24, total, 57.5, of which 47.5 are electric and 10 steam; gauge, 4ft. 8½ in.; 70 lb. rail; 28 cars, of which 20 are motor cars, 4 trail cars and 4 steam cars; Walker dynamos and motors, Pullman cars.

Officers.—Pres. & Gen. Man. J. M. Roach, V. Pres. George A. Yuille, Sec. C. L. Leeds, Treas. C. F. Marlow, Supt. J. J. Linden, Elecn. James R. Chapman.

Directors.—Charles H. Crossette, H. K. Galpin, S. P. Shope, David B. Lyman, Herbert Holcomb.

General Office, 89 W. Washington St., Chicago.

References.—Increase of bonds (brief), Vol. XIII, Jan.,'97, p. 31; construction of track, Vol. XIII, Aug. '97, p. 493 (ill.); description of road, Vol. XIII, Sept. '97 p. 524 (map).

Date of information, Jan., 1901. d

Northern Electric Railway Co.—Chartered Mar., 1894, for 50 years. Annual meeting, second Monday in May. In May, 1899, a controlling interest had been secured by a Cleveland sydicate, and an extension along North Ave. from 68th St. to Franklin Park was proposed.

Capital Stock, authorized and issued, $50,000.

Funded Debt.—First mortgage bonds authorized and issued, $50,000; coupon, but may be registered; dated Dec. 1, 1894, due June 1, 1914; denom. $1,000; int. payable in gold at office of Chicago Title & Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5; 6 motor cars.

Officers.—Pres. B. Mahler, Sec. G.W. McKisson, Treas. Edward Moore.

General Office, 68 Churchill St., Chicago.

Date of information, Feb., 1901. x

Chicago & Milwaukee Electric Railway Co.—Chartered May, 1898, for 99 years. Municipal franchises granted at different periods for from 20 to 50 years. Annual meeting first Monday in August. This company is the successor to the North Shore Interurban Ry. Co. of Waukegan, Ill., and has purchased the property of the Bluff City Electric Street Railway Co. The road connects about fifteen suburban towns lying nearly north and south in a straight line with Chicago, has no grade crossings, and connects at Evanston with the Northwestern Elevated Railway. About 10 miles of the line are built on private right of way. The entire line from Evanston to Waukegan was opened in Aug. 1899.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $1,000,000, in escrow, $500,000; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of Standard Trust Co., of New York and Cleveland Trust Co., of Cleveland, the latter and the Royal Trust Co., of Chicago, being trustees of mortgage.

Note.—The first mortgage bonds may be called for payment at three months' notice, and at a price of 105 and accrued interest. The bonds held in escrow by the trustee are to be certified and delivered at the rate of 75 per cent. of the actual cost of betterments and extensions. The mortgage provides for the payment to a sinking fund of $50,000 per annum after July 1, 1909.

Plant and Equipment.—Miles of track (electric), 43; gauge, 4 ft. 8½ in.; 65 lb. T and 85 lb. girder rail; 37 cars, of which 19 are motor cars and 18 trail cars; 1,500 H. P. station plant; Filer & Stowell engines, Gen. Elec. dynamos and motors; Brill, St. Louis and Pullman cars, Brill and Peckham trucks.

Officers.—Pres. Geo. A. Ball, V. Pres. A. C. Frost, Sec. George M. Seward, Treas. J. W. Mauck, Gen. Supt. R. S. Ives.

Directors.—George A. Ball, A. C. Frost, George M. Seward, J. W. Mauck.

General Office, 108 La Salle St., Chicago, Ill., Supt.'s office and Power Station, Highwood, Ill. Substations at No. Chicago and Winnetka.

Reference.—Notes on operation of power plant, Vol. XVI, July 7, '00, p. 605 (ill. and maps).

Date of information, Feb., 1901. z

ELEVATED RAILROADS.

South Side Elevated Railroad Co.—Chartered Jan., 1897, as a reorganization of the Chicago & South Side Rapid Transit R. R. Co., which was sold under foreclosure of mortgage on Sept. 16, 1896 for $4,100,100.

Capital Stock, authorized and issued, $10,323,800, being the equivalent of the first and second mortgage bonds and overdue interest of the Chicago & South Side Rapid Transit R. R. Co. on Jan. 1, 1897; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $1,500,000, issued $750,000; dated July 1, 1897, due 1907; denom. $500 and $1000; int. payable Jan. and July at office of Illinois Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

Operation.	16 mos. ending Apr. 5, 1897.	11 mos. ending Dec. 31, 1897.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.	Year ending Dec. 31, 1900.
Rec'ts from pass.....	$912,450	$611,876	$944,927	$1,131,400	$1,249,543
" other sources.	46,407	25,470	33,403	38,977	37,093
" total..........	958,857	637,346	978,330	1,170,381	1,286,636
Operating expenses ..	627,746	487,746	522,958	**669,933	**748,401
Earn'gs from oper'n..	‡331,111	149,601	455,372	500,448	538,235
Deduct. from earnings.					
Interest on bonds.		|	22,500	33,750	33,750
Taxes............		27,657	26,108		
Loop rental and exp.			133,319		
Net income..........		121,943	273,444	466,698	504,485
Dividends paid.......				306,672	306,765
To surplus account...				160,026	197,720
Total surplus account.		121,943		499,340	647,385
Per cent. op. exp. to total receipts.......	65.5	76.5	**67.1	57.2	58.16

‡ Covers full period of receivership. | Interest charged to construction account. ** Including loop rental and expenses.

OPERATING EXPENSES.

Years ending Dec. 31,	1895.	*1897.	1899.	1900.
Maint. of way and structures....	$37,190	$22,736	$50,755	$44,844
" rolling stock.........	33,906	40,627	79,489	106,648
Conducting transportation.......	357,415	348,660	297,490	333,133
General expenses...............	85,193	75,723	88,472	100,188
Loop rental and expenses........			153,727	163,572
Total.....................	$513,704	$487,746	$669,933	$748,401

*Eleven months.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of property	$10,616,783	$11,243,886	$11,388,976	$11,784,690
Capital stock in treas.	55,380	69,255	92,330	92,390
Mat. and sup. on hand	12,959	17,407	16,790	24,158
Current assets.......	16,192	6,350	5,024	8,173
Other assets (C. E. Co. bonds)............	15,000			
Due from Co.'s and ind.		4,896	9,056	4,380
Due from agents		3,414	6,244	4,031
Cash on hand.......	607,316	202,356	151,526	78,251
Total...........	$11,323,630	$11,547,564	$11,669,946	$11,996,073
LIABILITIES.				
Capital stock	$10,323,800	$10,323,800	$10,323,800	$10,323,800
Funded debt.........	750,000	750,000	750,000	750,000
Reserve for previous year's taxes.......	30,000	25,289	80,862	
Current liabilities....	97,887	53,087	15,944	224,888
Depreciation		39,539		50,000
Profit and loss(surplus)	121,943	355,849	499,340	647,385
Total...........	$11,323,630	$11 547,564	$11,669,946	$11,996,073

Plant and Equipment.—Miles of main line, 8.56, of second track, 8.56, of sidings, 1.5, total track (elevated electric), 18.62; gauge, 4 ft. 8½ in.; 90 lb. T rail; 46 locomotives, 180 passenger cars, 1 supply car.

Officers.—Pres. Leslie Carter, V. Pres. A. A. Carpenter, Sec. & Treas. J. H. Glade, Audr. F. E. Williams, Gen. Man. M. Hopkins, Supt. J. F. Morrison, Engr. of Maintenance J. J. Drummond.

Directors.—B. L. Smith, A. O. Slaughter, C. J. Blair, Geo. D. Boulton, T. J. Lefens, Leslie Carter, Jos. Leiter, W. B. Walker, Geo. E. Adams, E. Buckingham, A. A. Carpenter.

General Office, 47 Congress St.

Power Station, 40th & State Sts.

References.—Operating detail, Vol. VIII, Apr., '92, p. 251; annual report, Vol. X, Feb., '94, p. 147; change of owners, Vol. IX, Jan., 93, p. 68; general information, Vol. VIII, June, '92, p. 337 (ill.); opening, Vol. VIII, July, '92, p. 430; general information, Vol. VIII, Oct., '92, p. 605; Vol. VIII, June, '92, p. 337 (ill.), operating detail, Vol. XIII, July, '97, pp. 432, 444; electrical equipment, Vol. XIV, Jan., '98, p. 19; issue of bonds, Vol. XIV, June, '98, p. 331 (ill.); description of generators, Vol. XIV, Sept., '98, p. 550 (ill.); description of truck, Vol. XIV, Dec., '98, p. 814 (ill.); operating detail, Vol. XV, Feb. '99, p. 106; annual meeting, Vol. XVI, Feb. 10, '00, p. 187 (tables); annual report, Vol. XVI, Feb. 9, '01, p. 217 (tables).

Date of information, Feb., 1901. z

Lake Street Elevated Railroad Co.—Chartered Aug. 24, 1892. Annual meeting in Jan. This company owns a double track elevated railway on Market St. from Madison to Lake, thence to the western city limits, a distance of about 6.4 miles, and has built an extension on Lake St. from Market to Wabash Avenue, which gives the road an entrance into the heart of the business district. In 1898 this company acquired a franchise for 1 mile of elevated and 1.5 miles of surface road, which was built by the Chicago & Harlem Ry. Co. (which see) and was placed in operation in Apr., 1899. In Feb., 1901, the company determined to erect its own power plant to reduce cost of power.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $5,600,000.

In Feb., 1901, by a reorganization of the company's finances, the debenture bonds, amounting to $4,038,000, with the old Ziegler bonds, $610,000, were cancelled, all being exchanged for first mortgage bonds.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from pass...........	$561,371	$618,327	$684,217	$742,594
" other sources.......	18,590	15,077	13,296	15,361
" total	579,961	633,404	697,513	757,955
Operating expenses..........	329,124	324,947	331,553	378,661
Earnings from operation	250,837	308,457	365,960	379,294
Deduc. from earnings.				
Interest on bonds.........	227,605	221,677	223,655	224,079
Miscellaneous interest....	29,874	37,667	37,745	37,756
Taxes	18,613	13,850	13,744	13,650
Loop and other rentals...	15,707	61,954	87,177	97,887
Other deductions	31,880			1,178
Deficit.....................	72,842	26,691	*3,639	*4,753
P.c.op.exp. to total recpts.....	56.7	51.30	47.53	49.9

* Surplus.

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Conducting transportation....	$121,780	$109,088	$110,522	$109,345
Motive power...............	152,728	141,798	138,568	138,993
General expense.............	39,354	36,076	30,859	44,376
Maintenance of way and struc.	9,908	12,437	14,242	38,839
" " equipment ...	15,613	29,725	30,587	
Total....................	$339,383	$329,124	$324,779	$331,553

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Passengers carried.....	11,025,977	11,227,419	12,390,856	13,602,072
Train mileage	1,013,595	1,204,384	1,139,930	1,124,430

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1895.	1897.
Construction and equipment....	$15,938,551	$15,583,821	$15,557,284
Tools, supplies, material on hand	15,334	14,321	1,708
Special repairs, foundations and structure	34,050		
Accounts receivable, etc........	414,040	127,025	38,494
Suspense account..............	3,755	6,299	4,176
Cash........................	12,537	14,471	34,487
Revenue account..............	203,308		
Electrical construct. and equip..		341,814	369,818
Real estate and buildings.......		457,801	443,644
Bonds and stocks in treasury and escrow.......................	308,750	261,947	262,046
Profit and loss (deficit)..........		217,220	290,063
Total......................	$16,930,326	$17,024,719	$17,022,080
LIABILITIES.			
Capital stock..................	$10,000,000	$10,000,000	$10,000,000
First mortgage bonds...........	1,000,000	979,000	881,000
Collateral trust debentures, outstanding.....................	3,929,400	3,951,600	4,015,200
Income bonds, outstanding.....	909,500	930,500	950,500
Income scrip, outstanding.......	72,850	57,400	53,300
Trust receipts.................	25,000	10,000	2,000
Encumbrances assumed on real estate	69,793	59,388	34,888
Bills payable..................	571,500	775,861	947,651
Vouchers and pay rolls.........	40,478	144,368	71,061
Reserve for taxes..............	14,000	12,231	12,000
Coupons unpaid...............	277,805	68,070	
Reserve for 52d St. Station.....	20,000		
Coupon interest...............		36,300	54,480
Total......................	$16,930,326	$17,024,719	$17,022,080

Plant and Equipment.—Miles of double track (elevated electric), 15; gauge, 4 ft. 8½ in.; 65 lb. to 80 lb. T rail; 125 cars, of which 37 are motor cars and 88 trail cars; Gen. Elec. dynamos and motors, Gilbert and Pullman cars.

Officers.—Pres. Chas. E. Yerkes, V. Pres. Frank Hedley, Sec. & Treas. Wm. V. Griffin, Gen. Supt. F. Hedley, Ch. Engr. C. V. Weston, Elecn. J. R. Chapman.

Directors.—Chas. E. Yerkes, Frank Hedley, L. S. Owsley, A. S. Littlefield, Harvey T. Weeks, W. W. Shaw, Clarence A. Knight, E. C. Veasey, M. C. McDonald.

General Office, 610 Royal Insurance Bldg.

References.—Increase of bonds, Vol. IX, June, '93, p. 419; annual report, Vol. XI, Feb., '95, p. 118; description of opening of road (brief), Vol. XII, July, '96, p. 443; electrical equipment (brief), Vol. XII, June, '96, p. 345; description of trucks, Vol. XIV, Nov., '98, p. 745 (ill.); annual report, Vol. XV, Feb., '99, p. 106; change of officers, Vol. XVI, July 21,'00, p. 674.

Date of information, Feb., 1901. z

Metropolitan West Side Elevated Railway Co.—This company is a reorganization on Feb. 3, 1899, of the Metropolitan West Side Elevated Railroad Co., whose property was sold under foreclosure of mortgage. Annual meeting, Apr. 4.

Capital Stock.—Common stock, authorized and issued, $7,500,000; par value, $100 per share.

5 p. c. non-cumulative, preferred stock, authorized, $9,000,000, issued, $8,708,100; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $10,000,000, issued, $9,818,000; coupon, but may be registered; denom. $1,000; dated Aug. 1, 1898, due 1938; int. payable Feb. and Aug. at New York, and in Chicago; trustees of mortgage, Central Trust Co., and George Sherman. In Jan., 1900, an additional issue of $1,500,000 bonds was authorized by stockholders for new extensions.

This company guarantees the principal and interest of the first mortgage bonds of the Union Consolidated Elevated R. R. Co.

Operation.—	Year ending Feb. 28, 1900.	9 mos. ending Nov. 30, 1900.
Receipts from passengers	$1,477,113	$1,167,245
" " other sources	47,001	32,730
" total	1,524,114	1,199,975
Operating expenses	653,331	518,041
Earnings from operation	870,783	681,934
Deductions from earnings.		
Interest	378,320	286,073
Taxes	50,819	40,902
Rentals	180,451	140,361
Other deductions	1,100	925
Net earnings from operation	260,093	213,673
Income from balances and rentals	10,022	2,982
Net income	270,115	216,655
Dividends paid	217,702	174,162
To surplus account	52,413	42,493
Total surplus account	55,397	97,890

Balance Sheet.—Dated

ASSETS.	Feb. 28, 1900.	Nov. 30, 1900.
Cost of road and equipment	$25,599,925	$25,965,851
" betterments	46,207	151,805
Cash	495,476	208,235
Cash reserve for unassenting stock and bondholders	26,461	26,461
Accounts receivable	24,087	18,457
Material and supplies	23,057	23,323
Insurance	6,817	
Bonds in treasury	542,000	192,000
Stock in treasury	291,800	291,900
Total	$27,055,930	$26,878,032
LIABILITIES.		
Capital stock	$16,500,000	$16,500,000
Funded debt	10,000,000	10,000,000
Unpaid coupons	113,720	12,020
Accrued interest	31,527	130,773
" taxes	46,026	36,177
Accounts payable	309,260	99,058
Suspense account		2,114
Profit and loss (surplus)	55,397	97,890
Total	$27,055,930	$26,878,032

Plant and Equipment.—Miles of track (elevated electric), 37.28; gauge, 4 ft. 8½ in.; 80 lb. T rail; 110 motor cars, 184 trail cars, 16 special coaches and 10 miscellaneous cars, Allis engines, Gen. Elec. dynamos, Gen. Elec. & Walker motors, Barney & Smith and Pullman cars.

Officers.—Pres. Dickinson MacAllister, V. Pres. G. B. Harris, Audr. W. H. Hillman, Sec. & Treas. Geo. Higginson, Jr., Supt. of Transportation, A. S. Jones, Gen. Man. H. M. Brinckerhoff, Pur. Agt. B. I. Budd.

Directors.—W. W. Gurley, Dickinson MacAllister, John P. Wilson, Byron L. Smith, George B. Harris, C. F. Dieterich, Clarence S. Day, James B. Forgan, John M. Clark, J. J. Higginson, R. Somers Hayes.

General Office, 1001 Royal Insurance Bldg., Chicago, Ill.

Power Station, Throop and Van Buren Sts.

References.—Description of road, Vol. XI, Feb., '95, p. 108 (ill.); Vol. XI., May, '95, p. 307; raising of tracks, XIII, July, '97, p. 411; a comparison of, Vol. XIV, Dec., '98, p. 755 (ill.); report, Vol. XVI, Jan. 27, '00, p. 102 (tables).

Date of information, Feb., 1901. z

Union Consolidated Elevated Railway Co.—Chartered in 1896 to build an elevated road connecting the Metropolitan West Side Elevated Road with the Union Elevated Road.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—Series "A," 1st mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $407,000; dated Nov. 1, 1896, due 1936; trustee of mortgage, Central Trust Co., of New York. These bonds are guaranteed, principal and interest, by the Metropolitan West Side Elevated Ry. Co.

Officers.—Pres. Geo. E. Newlin, V. Pres. C. V. Weston, Sec. & Treas. Howard Abel.

Date of information, Feb., 1901. z

Northwestern Elevated Railroad Co.—Chartered 1894. The contract for the construction of this road was originally let to the Columbia Construction Co., but owing to the stringency of the financial market, the Columbia Construction Co. was unable to fulfill its contract. This contract was therefore cancelled on Jan. 1, 1898. By an agreement made between the stockholders of the Northwestern Elevated R.R. Co. and the Columbia Construction Co., the stockholders of the Construction Co. are to receive 93.74 p. c. each of the Northwestern preferred and common stock for every $100 which was paid in. In 1898, a loan of $4,500,000, was secured through Blair & Co., of New York, to provide funds for the completion of the road. This loan was secured by notes as stated below. On Jan. 1, 1898, an ordinance was signed extending time for completion of this road to Jan. 1, 1900, and the road was then substantially completed, but was not opened for public convenience until May 31, following.

Capital Stock.—Common stock, authorized and issued, $5,000,000.

Preferred Stock, authorized and issued, 5 p. c. non cumulative, $5,000,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $5,000,000; dated Jan. 1, 1900, due 1940, denom. $1,000; coupon, but may be registered, subject to call on any interest date at 105; int. payable Jan. and July at office of Illinois Trust & Savings Bank, trustee of mortgage.

Both the common and preferred stocks have been deposited with the Illinois Trust and Savings Bank under a voting trust agreement, vesting control to John J. Mitchell, Marshall Field and Jas. A. Blair as voting trustees until Mar. 1, 1906, and if at that time the 5 p. c. dividend on the preferred stock has not been paid in full for the three consecutive years the trustees are to be continued until the dividends of that stock shall have been paid as stated.

The company has guaranteed the principal and interest of the debenture bonds of the Lake Street Elevated R. R. Co.

Operation.—7 months ending Dec. 31, 1900.

Gross receipts	$525,023
Operating expenses	180,452
Earnings from operation	344,571
Deductions from earnings	221,553
Net earnings	123,018

Plant and Equipment.—Miles of track (elevated electric), 25.45.

Officers.—Pres. Louis S. Owsley, V. Pres. Clarence Buckingham, Sec. & Treas. W. V. Griffin.

Directors.—Chas. T. Yerkes, chairman; Clarence Buckingham, Charles F. Ayer, Charles Counselman, L. S. Owsley, W. W. Miller, John B. Dennis.

General Office, 610 Royal Insurance Bldg.

Power Station, Southport and Fullerton Aves.

References.—Completion of road, Vol. XVI, Jan. 13, '00, p. 67; surface operation, Apr. 14, '00, p. 393.

Date of information, Feb., 1901. z

Union Elevated Railroad Co.—Chartered Nov., 1894. This company operates an electric railroad loop or circuit around and through the business center of Chicago, which furnishes a downtown terminus for the Metropolitan West Side Elevated Ry. Co., the Lake Street Elevated R. R. Co., the Northwestern Elevated Co. and the South Side Elevated R. R. Co. Under a contract made on Dec. 19, 1894, with each of the four companies named, the Union Elevated R. R. Co. is to receive one-half cent per passenger carried over any part of its system, with a minimum guaranteed income of $250,000 per annum.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,387,000; dated Oct. 1, 1895, due 1945; int. payable Apr and Oct.

Dividends.—First 4 p.c. dividend, Sept., 1899; 2 p.c., Mar., 1900; 2 p.c., Oct., 1900.

Plant and Equipment.—Miles of track (elevated electric), 3.96 double track; 80 lb. rail.

Officers.—Pres. C. T. Yerkes, V. Pres. L. S. Owsley, Sec. & Treas. W. V. Griffin, Gen. Man. D. H. Louderback, Ch. Engr. C. V. Weston, Elecn. J. R. Chapman.

General Office, 444 North Clark St.

Power Station, Market and Charles Sts.

References.—Description of road, Vol. XIII, Sept., '97, p. 550 (ill.); operating detail, Vol. XIII, Sept., '97 p. 553 (ill.).

Date of information, Feb., 1901. z

Aurora, Wheaton & Chicago Railway Co.—This company was incorporated in Feb., 1899, to construct an electric railway from Chicago to Aurora via Wheaton Ill. In Jan., 1901, it was expected to place the road in operation Sept., 1901, connecting with the Metropolitan Elevated Ry.

Capital Stock, authorized, $1,500,000.

Officers.—Pres. B. Mahler, (Cleveland O.); Sec. E. Dickinson, Treas. M. J. Mandlebaum.

General Office, Chicago Title & Trust Bldg., Chicago, Ill. Treas. office, 1019 Garfield Bldg., Cleveland, O.

Date of information, Feb., 1901. z

Chicago & Harlem Street Railway Co.—This company was chartered in 1898 as the Cicero & Harlem Ry. Co. to construct one mile of elevated and one and a half miles of surface and incline road, as an extension of the Lake Street Elevated R. R., which was placed in operation in Apr., 1899. This company also owns rights conferred by Cicero Town Board to construct an additional road running north and south for about two miles.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, amount unlimited (see Note); dated May, 1899, due 1939; denom. $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Chicago, trustee of mortgage.

Note.—The first $1,000,000 of the bonds were certified from time to time as present road was constructed, and additional bonds to an unlimited amount may be issued to 75 p. c. of cost of road built or acquired.

Officers.—Pres. Chas. T. Yerkes, V. Pres. L. S. Owsley, Sec. & Treas. W. V. Griffin, Gen. Supt. F. Hedley.

General Office, 610 Royal Insurance Bldg., Chicago, Ill.

Date of information, Feb., 1901. z

Chicago, Harvard & Geneva Lake Railway Co.—This road was placed in operation in 1899, connecting Walworth, Wis., with Chicago.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds authorized, $150,000, issued, $100,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars and 6 trail cars; 2-250 K. W. generators, West motors.

Officers.—Pres. L. S. Owsley, V, Pres. A. L. Dewar, Sec. H. H. Windsor, Gen. Man. H. T. Windsor.

General Office, Walworth, Wis.

Date of information, Feb., 1901. d

CHILLICOTHE, O.

Population in 1880, 10,938, in 1890, 11,288, in 1900, 15,612.

Chillicothe Electric Railroad, Light & Power Co.—Chartered Sept., 1894, to take over the property of the Chillicothe Electric Railway & Lighting Co., which was sold in Sept., 1894, to the General Electric Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated Jan., 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Old Colony Trust Co.

Operation.—Year ending Jan. 15,	1898.	1899.	1900.
Receipts from passengers	$11,824	$13,395	$15,682
" " electric lights	12,531	22,395	28,619
" total	24,355	35,790	44,301
Operating expenses	15,575	22,448	30,226
Earnings from operation	$ 8,780	15,342	14,075
Deductions from earnings.	1898.	1899.	1900.
Interest on bonds	$ 3,600	$ 3,600	$ 4,500
Interest on floating debt		984	1,413
Taxes	556	632	818
Rentals	108		
Other deductions		702	3,505
Net income	4,517	9,424	3,839

Balance Sheet.—Dated Jan. 15,

ASSETS.	1897.	1898.	1899.	1900.
Treasury bonds on hand	$ 15,000		$ 15,000	
Franchise	15,000		30,000	$30,000
Real estate and buildings	15,807		15,635	15,925
Office furniture and fixtures	600		125	356
Cash on hand	2,450	234	330	
Sundry subscribers	247		512	388
Overhead lines	25,060		35,741	37,704
Steam plant	16,985		23,646	24,110
Electric plant	25,174		28,223	31,840
Road bed and track	39,409	39,682	36,603	37,375
Cars and car equipment	26,972		12,429	12,505
Insurance accounts	93			102
Interest paid in advance			38	
Profit and loss (deficit)			9,641	1,382
Total	$184,866	$176,007	$209,219	$191,687
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	75,000	60,000	75,000	75,000
Taxes due June	218		247	
Bills and accounts payable		1,947	33,972	16,687
Profit and loss (surplus)	9,647	14,060		
Total	$184,866	$176,007	$209,219	$191,687

Plant and Equipment.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 56 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Ideal and A. & S. engines, Gen. Elec. dynamos and motors, Barney & Smith and Brownville & Wright cars, McGuire trucks.

Officers.—Pres. Willard A. Story, V. Pres. J. A. Nipgen, Sec. & Treas. Geo. A. Vaughters, Gen. Man. Joseph P. Myers, Ch. Engr. John Drake, Elecn. Lewis Laube.

Directors.—Willard A. Story, George A. Vaughters, Joseph P. Myers, J. A. Nipgen, John Tomlinson, Michael Kramer, William Poland.

General Office, 20 West Second St., Chillicothe, O.

Reference.—Receivership, Vol. IX, Aug., '93, p. 519.

Date of information, Feb., 1901. z

Chillicothe, Mt. Sterling & Columbus Railway Co.—Incorporated Apr. 21, 1900. This company is now surveying and constructing an electric railway which is to extend from Chillicothe to Columbus. Franchises have been granted and surveys made through Ross, Pickaway, Fayette, and Madison counties and construction work will be commenced in the summer of 1901.

Capital Stock, authorized, $500,000.

Contemplated Plant and Equipment.—Miles of track (electric), 54; gauge, 4 ft. 8½ in; 70 lb. T rail.

Officers.—Pres. Isaac S. Cook, V. Pres. O. M. Howser, Sec. S F. Secrist, Treas. J. A. Houk, Ch. Engr. A. W. Jones.

Directors.—J. C. Quinn, G. A. Vaughters, J. C. Entrekin, Isaac Cook, Samuel F. Segrist, J. A. Houk, J. P. Meyers, Chillicothe, O.; O. M. Howser, L. O. Thomas, Clarksburg; W. C. Bostwick, Mt. Sterling; G. Campbell, Atlanta.

General Office, Chillicothe, O.

Date of information, Feb., 1901. z

CHILLICOTHE, MO.

Chillicothe Street Railroad Co.

Capital Stock, authorized and issued, $15,000.

Plant and Equipment.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 3 cars, 14 horses, Laclede cars.

Officers.—Pres. A. A. Shepherd, V. Pres. G. A, Reed, Sec., Treas. & Gen. Man. R. C. Shepherd.

General Office, Chillicothe, Mo.

Date of information, Feb. 1901. d

CINCINNATI, O.

Population in 1880, 255,129, in 1890, 296,908, in 1900, 325,902, city and suburbs, 1,400,000.

Cincinnati, Newport & Covington Railway Co.—Chartered 1892. This is a consolidation of the South Covington & Cincinnati St. Ry. Co., the Newport & Cincinnati St. R.R. Co. and the Cincinnati & Newport St. R. R. Co., all organized under the laws of Ohio. For certain legal reasons the property of this company is operated under the title of the South Covington & Cincinnati Street R. R. Co.

The company has also secured by purchase the entire capital stock of the South Covington & Cincinnati St. Ry. Co. ($500,000), of the Newport Electric St. Ry. Co. ($500,000), of the Cincinnati, Covington & Rosedale Ry. Co. ($100,000), of the Covington & Latonia R. R. Co. ($50,000) and of the Cincinnati, Covington & Ludlow Ry. Co.

Capital Stock, authorized, $4,000,000, issued, $3,600,000; par value, $100 per share.

Funded Debt, $3,600,000, as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000, in escrow (to retire prior liens described below), $500,000; coupon, but may be registered; dated July 26, 1892, due July 1, 1922; denom. $1,000; int. payable Jan. and July, at Western National Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Second mortgage, 5 p. c. gold coupon bonds authorized, $1,000,000, issued, $600,000; dated July 1, 1896, due 1922, denom. $1,000; int. payable Jan. and July, at office of Western National Bank, trustee of mortgage.

PRIOR LIENS.

South Covington & Cincinnati St. Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable Mar. and Sept.; trustee of mortgage, Western National Bank.

South Covington & Cincinnati Street Ry. Co.'s second consolidated mortgage 6 p. c. gold bonds, authorized, $500,000, cancelled $100,000, issued, $400,000, of which $250,000 are reserved to retire the first mortgage bonds, S. C. & C. S. R. Co., at maturity; dated Jan. 1, 1892, due 1932; denom. $500 and $1,000; int. payable Jan. and July, at German National Bank, of Covington, Ky.; trustee of mortgage, Cincinnati S. D. & Tr. Co.

Newport & Dayton St. Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1887, due 1917.

Note.—The consolidated mortgage covers all the property, treasury assets and franchises of the company including the capital stocks of the five Kentucky companies above named, which have been actually transferred on the books of the respective corporations to the Farmers' Loan & Trust Co., of New York, trustees under said mortgage, and the mortgage provides that upon default in payment of any of the interest coupons, or upon failure to comply with the conditions of the mortgage, the trustee may, at the request of the holders of the majority of the bonds at the time outstanding, without resorting to foreclosure of the mortgage, take possession of the properties of the respective railroads through its stock ownership, as trustees, and either operate them for the equal benefit of all the bondholders or sell the same at public sale as the majority of the bondholders may direct. As additional security, all the Kentucky corporations above named have executed and delivered to the Farmers' Loan & Trust Co., trustee, their agreements, respectively binding them to not in any way sell, dispose of, pledge, mortgage or encumber any of their rights, franchises or privileges, property, roads, roadbeds or appurtenances of any kind now owned, or which may be hereafter acquired and these agreements have been duly recorded in the proper record offices of Kentucky.

Franchises.—The Kentucky corporations above named hold valuable privileges obtained from the legislature by special charters, and the franchises over the principal thoroughfares are perpetual. By the payment of moderate annual sums the respective companies are relieved of all special taxes for street improvements, paving, etc. Through the Ohio corporations the company owns the right to operate street railways through and around Fountain Square, in Cincinnati, and to connect with the various bridges spanning the Ohio River.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$644,047	$638,477	$681,672	$713,386	$783,588
Operating expenses	464,003	427,280	302,201	286,234	321,639
Earnings from oper.	180,044	211,197	379,471	427,152	461,949
Deduc. from earnings		183,072	318,144	332,943	359,769
Net income		28,125	61,327	94,209	102,180

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	900.
Passengers carried	13,698,353	14,369,128	15,779,223
Car miles run	3,236,498	3,201,165	3,325,152
Total receipts per car mile	$.208	$.222	$.235
Operating expenses per car mile	.093	.08	.096

Plant and Equipment.—Miles of track (electric), 56; gauge, 5 ft. 2½ in.; 60 lb. and 80 lb. T and girder rail; 127 motor cars; Cleveland S. B. Co., C. & G. Cooper Co. and West. engines, 4,000 H. P. generators, 3,200 H. P. Stirling boilers; West. dynamos and motors, Brownell and St. Louis cars.

Officers.—Pres. James C. Ernst, V. Pres. J. Fleischmann, Sec. & Treas. G. M. Abbott, Supt. Jas. R. Ledyard, Supt. of Power Station & Machinery E. Darrow.

Directors.—James C. Ernst, Robert A. Orr, Julius Fleischmann, James M. Hutton, Joseph S. Trevor, Henry Feltman, Henry Burkhold.

General Office, 4th and Scott Sts., Covington, Ky.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. X, June, '94, p. 345 (ill.); Vol. X, Souv., '94, p. 53 (ill.); park attractions, Vol. XI, Aug., '95, p. 528 (ill.); pleasure park, Vol. XIII, May, '97, p. 289; pleasure traffic, Vol. XIII, July, '97, p. 423; annual report, Vol. XV, Apr., '99, p. 244; notes on railway, Vol. XV, July, '99, p. 435 (ill.).

Date of information, Feb., 1901. z

Cincinnati Street Railway Co.—Chartered July 1, 1859, and charter renewed June 21, 1880. Municipal franchises were granted in 1896 for 50 years. Annual meeting, last Wednesday in July. On Aug. 1, 1896, the Mt. Adams & Eden Park Inclined Ry. Co., the Mt. Auburn Cable Ry. Co., and the Pendleton, Mt. Lookout & East Walnut Hill Ry. Co. were consolidated with this company. In Mar., 1901, negotiations were pending for the leasing of this company by the Cincinnati Traction Co.

Capital Stock, authorized, $20,000,000, issued, $17,896,450; par value, $50 per share.

Funded Debt.—Outstanding, $842,500, and consists of the following bond issues of constituent companies:

Mt. Adams & Eden Park Inclined Ry. Co.'s consolidated mortgage 5 p. c. coupon bonds, authorized, $850,000, outstanding, $515,500; dated Mar. 1, 1886, due 1906; denom. $500 and $1,000; int. payable Mar. and Sept., at First Nat'l Bank, of Cincinnati, O.

Mt. Adams & Eden Park Inclined Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $300,000, outstanding, $127,000; due Oct. 1, 1905; denom. $1,000; int. payable Apr. and Oct., at First Nat'l Bank, of Cincinnati, O.

Mt. Auburn Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated June 1, 1887, due 1907; int. payable June and Dec., at office of company.

Dividends.—5 p. c. per annum, payable quarterly in Jan., Apr., July and Oct.

Plant and Equipment.—Miles of track, 210; operated by electricity, 203; by cable, 7; gauge, 5 ft. 2½ in.; 70 lb. to 96 lb. girder rail; 1,211 cars, of which 72 are cable cars, 1,091 motor cars and 48 miscellaneous. Gen. Elec. and Siemens dynamos, Gen. Elec., West. and Card motors.

Officers.—Pres. & Gen. Man. John Kilgour, Sec. & Asst. Gen. Man. Jas. A. Collins, Treas. R. A. Dunlap, Gen. Supt. John Harris, Pur. Agt. A. G. Starr, Elec. Engr. B. L. Kilgour, Audr. W. R. Avery, Civil Engr. F. R. Weizenecker, Supt. of Machinery H. C. Rolf, Supt. of Car Shop P. Leen.

Directors.—John Kilgour, Matthew Ryan, George Bullock, George N. Stone, Frank J. Jones, Nat. Henchman Davis, Stephen R. Burton.

General Office.—Apollo Building.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. VIII, Mar., '92, p. 125 (ill.); Vol. X, July, '94, p. 413 (ill.); increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 491; Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; diagram, Vol. VI, Apr., '90, p. 178 (ill.); description of road, Vol. VI, Feb., '90, p. 54; Vol. X, July, '94, p. 414 (ill.); increase of stock, Vol. XI, Feb., '95, p. 124; description of road, Vol. VI, Feb., '90, p. 47 (ill.); Vol. VII, Jan., '91, p. 2; Vol. X, July, '94, p. 420 (ill); description of road, Vol. X, July, '94, p. 423 (ill.); description of Chester Park shops, Vol. XIV, Feb., '98, p. 77 (ill.); description of Hunt Street power station, Vol. XIV, May, '98, p. 239 (ill.); construction of track, Vol. XV, July, '99, p. 433 (ill.); description of road, Vol. XV, Aug., '99, p. 507 (ill.).

Date of information, Feb., 1901. z

Cincinnati Traction Co.—Incorporated Feb. 19, 1901, to acquire the properties of the Cincinnati Street Ry. Co. and other electric railway properties. It is understood that negotiations are now pending with the Cincinnati Street Ry. Co. to lease their property at a rental of 5½ p. c. on the capital stock for the first year, 5½ p. c. for the second year, 5¾ p. c. for the third year, and 6 p. c. for the fourth year and thereafter.

Capital Stock, authorized, $2,000,000.

Officers.—Pres. Hugh J. McGowan, Sec. & Treas. Wm. T. Irwin.

Directors.—W. C. McGowan, Randal Morgan, Philadelphia; H. J. McGowan, Wm. K. Schoepf, Jacob C. Schmidlap, William T. Irwin, Charles T. Prior, Cincinnati; Wm. F. Sheehan, Henry M. Levi, New York.

General Office, Cincinnati, O.

Date of information, Mar., 1901. x

Mill Creek Valley Street Railroad Co.—Chartered in 1898, as a reorganization of the Cincinnati, Hamilton, Middletown & Dayton Street R. R. Co. This company has purchased a portion of the Cincinnati Inclined Plane Ry.

Capital Stock.—Common stock authorized, $1,000,000; par value, $100 per share.

5 p. c. cumulative preferred stock, authorized, $750,000; par value, $100 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 25; 35 motor cars; Edison, West. and Siemens & Halske dynamos, Johnson and Gen. Elec. motors, Peckham trucks.

Officers.—Pres. H. H. Hoffman, V. Pres. B. L. Kilgour, Sec. & Treas. Henry Burkhold, Gen. Man. & Pur. Agt. W. G. Wagenhals, Supt. J. Powers, Engr. & Elecn. J. Wilhelm.

General Office and Power Station, St. Bernard, O.

Date of information, Feb., 1901. z

Cincinnati, Lawrenceburg & Aurora Electric Street Railroad Co.—This company was incorporated in Nov., 1898, to construct an electric railway connecting Cincinnati with Aurora, Rising Sun, Lawrenceburg and Harrison. In Nov., 1899, the line was placed in operation from Anderson's Ferry to Aurora and Harrison.

Capital Stock, $750,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, $750,000; dated 1899, due 1919; denom. $1,000; int. payable June and Dec., at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 41.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars, 1,300 H. P. station plant, 2 400 K. W. West. generators, Gen. Elec. motors.

Officers.—Pres. J. C. Hooven, Sec. Stanley Shaffer, Treas. & Gen. Man. C. E. Hooven, Supt. C. H. Battin, Engr. P. Hanns, Elecn. Geo. Bender.

Directors.—J. C. Hooven, C. E. Hooven, S. Shaffer, A. B. Voorheis, J. G. Schmidlapp.

General Office, Anderson's Ferry, Cincinnati, O.

Power Station, North Bend, O.

Date of information, Feb., 1901. z

The Price Hill Inclined Plane Railroad Co.

Capital Stock, authorized, $400,000, issued, $300,000.

Plant and Equipment.—Two inclined planes each 800 ft. long; gauge, 5 ft. 6 in.; 60 lb. and 85 lb. T rail; 4 cars.

Officers.—Pres. & Gen. Man. Rees E. McDuffie, Sec. & Treas. Geo. T. McDuffie.

General Office, Price Hill.

References.—Description of road, Vol. X, Aug., '94, p. 492 (ill).

Date of information, Jan., 1901. z

CITY ISLAND (New York City), N. Y.

Population in 1880, 989, in 1890, 1,206, in 1900, 1,852.

Pelham Park Railroad Co.—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Apr. 1, 1887, due 1907; denom. $500; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$ 9,652	$ 8,158	$8,078	$8,752	$9,537
" other sources......	428	237	1,117	530	260
" total..............	10,080	8,395	9,195	9,282	9,797
Operating expenses........	7,480	6,366	9,346	5,604	7,711
Earnings from operation...	2,600	2,028	* 151	3,678	2,086
Deductions from earnings...	2,555	2,575	3,078	3,343	3,475
Net income................	45	*547	*3,229	335	*1,389
Total deficit..............	1,740	2,286	5,514	5,179	6,569

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road............	$44,649	$44,745	$ 44,840	$44,937	$45,033
" equipment.......	9,757	9,757	9,775	9,775	9,775
Stocks and bds. other co.'s.	40,023	40,023	40,023	40,023	40,023
Current assets............	3,308	1,883	1,830	2,432	2,554
Profit and loss (deficit)....	1,739	2,286	5,515	5,179	6,569
Total................	$99,476	$98,695	$101,983	$102,346	$103,954
LIABILITIES.					
Capital stock............	$50,000	$50,000	$ 50,000	$ 50,000	$50,000
Funded debt............	38,000	41,000	50,000	50,000	50,000
Int. on funded d'bt due & ac	570	615	750		750
Dividends unpaid........	48				
Loans..................	10,000	6,000			
Accounts payable........	858	1,080	1,233	2,346	3,204
Total................	$99,476	$98,695	$101,983	$102,346	$103,954

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 30 lb. rail; 16 horses, 9 horse cars.

OFFICERS.—Pres. H. D. Carey, V. Pres. Edward Haynes, Sec. & Treas. C. C. Corwin, Supt. Henry D. Carey, Jr., City Island, N. Y.

DIRECTORS.—H. D. Carey, H. D. Carey, Jr., City Island, N. Y., Edward Haynes, Brooklyn, N. Y., Francis J. Lowe, Albert C. Corwin, C. C. Corwin, New York City, J. C. Smith, Mt. Vernon, N. Y.

GENERAL OFFICES, City Island, New York City, and 66 Beaver St., New York City.

Date of information, Dec., 1900. b

City Island Railroad.—Chartered Aug. 30, 1884 for 50 years. Annual meeting first Wednesday in June. This company has a traffic agreement with the Pelham R.R. Co, by which its cars are run on the tracks of this company.

CAPITAL STOCK, authorized, $50,000, issued, $12,500.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $27,873; dated Jan. 2, 1888, due 1898; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900,
Gross receipts...............	$2,428	$5,188	$5,296	$5,467	$6,007
Operating expenses..........	1,369	3,628	2,028	4,328	4,307
Earnings from operation.....	1,059	1,560	3,268	1,139	1,700
Deductions from earnings.					
Taxes...................		186	285	247	258
Interest on funded debt..		1,672	3,345		
" " floating debt.		67			
Rentals.................			2,436		
Net income.................	* 42	*366	*2,798	892	1,442
Total surplus account.........	1,017	652	*2,181	402	1,843

*Deficit.

BALANCE SHEET.—Dated June 30,

	1896.	1897.	1898.	1899.	1900.
ASSETS.					
Cost of road............	$42,634	$42,634	$42,634	$42,634	$42,634
Cash and current assets..	476	1,044	91	595	624
Bills and accts. receivable			1,334	1,724	3,272
Profit and loss (deficit)...			490		
Total...............	$43,110	$43,678	$44,549	$44,953	$46,548
LIABILITIES.					
Capital stock............	$12,500	$12,500	$12,500	$12,500	$12,500
Funded debt............	27,873	27,873	27,873	27,873	27,873
Interest due and accrued		1,672	3,345	3,345	3,345
Accounts payable.......	1,720	980	457	833	987
Other liabilities.........			374		
Profit and loss (surplus).	1,017	652		402	1,843
Total.............	$43,110	$43,678	$44,549	$44,953	$46,548

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 30 lb. to 57 lb. steel rail.

OFFICERS.—Pres. Edwin B. Strout, V. Pres. Albert H. Corwin, Sec. & Treas. Frederick B. Corwin, Supt. Wm. H. Swinton.

DIRECTORS.—Edwin B. Strout, Albert H. Corwin, F. B. Corwin, Philip Jones, Frank Fechteler, Erwin M. Young, Frank A. Tupper.

GENERAL OFFICE, 113 Pearl Street, New York City.

Date of information, Feb., 1901. b

CLARSKBURG, W. VA.

Clarksburg Street Railway Co.—Organized in 1900 to construct an electric street railway. In Sept. it was reported that franchise had been granted and contracts for grading and construction work had been signed.

CAPITAL STOCK, $100,000.

OFFICERS.—Pres. S. C. Dunham, Sec. V. L. Highland, Treas. F. V. Haymaker.

Date of information, Sept., 1900. d

CLARKSVILLE, TENN.

Population in 1880, 3,880, in 1890, 8,924, in 1900, 9,431.

Electric Street Railway Co. of Clarksville, Tenn.—This is the successor to the Clarksville Street Ry. Co., which was sold under foreclosure of mortgage on June 9, 1896. Chartered June 13, 1896, in perpetuity. The company owns an exclusive fifty year city franchise.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized; $50,000, issued, none; dated July, 1896, due 2016; denom. $500; int. payable Jan. and July, at office of Northern Bank of Tennessee, trustee of mortgage, Clarksville Trust & Banking Co.

NOTE.—The first mortgage bonds may be called for payment in five years from date of issue.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8 in.; 40 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; 300 H. P. station plant, Ball engines, Gen. Elec. dynamos and motors; Jones cars.

OFFICERS.—Pres. N. L. Carney, V. Pres. J. F. Shelton, Sec. Treas. & Gen. Man. Julien F. Gracey, Supt. Ch. Engr. & Elecn. F. D. Ridge, Ch. Engr. of Power Station Fred. Parks.

DIRECTORS.—N. L. Carney, Julien F. Gracey, J. F. Shelton, L. R. Clark, W. M. Daniel, H. C. Merritt.

GENERAL OFFICE, 211 So. 10th St.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 289.

Date of information, Jan., 1901. z

CLEVELAND, O.

Population in 1880, 160,141, in 1890, 261,353, in 1900, 381,768.

Cleveland, Berea, Elyria & Oberlin Railway Co.—This is a consolidation, in 1897, of the Cleveland, Berea & Elyria Ry. Co. and the Elyria & Oberlin Electric Ry. Co. Annual meeting second Tuesday in Jan. In June 1900, this company was consolidated into the Cleveland, Elyria & Western Ry. Co.

Date of information, Feb., 1901. z

Cleveland, Elyria & Western Railway Co.—This company is a consolidation in June 1900, of the Cleveland, Berea, Elyria & Oberlin Railway Co., the Lorain County St. Railway Co., and the Oberlin & Wellington Railway Co. and is operated by the same interests as the Southern Ohio Traction Co., of Hamilton, O.

Capital Stock, authorized, $2,000,000; issued, $1,400,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $1,500,000; issued, $500,000; held in escrow to retire all prior liens, $500,000; held in treasury, $500,000, dated Aug. 1, 1900, due 1920; denom. $1,000; subject to call on and after 1910; int. payable Feb. and Aug., at office of Western Reserve Trust Co., of Cleveland, trustee of mortgage.

PRIOR LIENS.

Cleveland, Berea, Elyria & Oberlin Railway Co's first mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $127,000; dated Mar. 1, 1899, due, 1919, denom. $1,000; subject to call on and after 1909, int. payable Mar. and Sept., at office of Cleveland Trust Co., trustee of mortgage.

Cleveland & Berea Street Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $73,000; dated Jan. 1, 1892, due 1912, but payable on call after Jan. 1, 1902; denom. $1,000; int. payable Jan. and July, at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Cleveland & Elyria Electric R.R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1895, due 1915, but payable at company's option in 1905 and thereafter, denom. $500; int. payable May and Nov., at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Elyria & Oberlin Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1897, due 1917, but payable at company's option in 1907, and thereafter; denom. $500; int. payable Feb. and Aug., at office of the Cleveland Trust Co., Cleveland, O., trustee of mortgage.

Operation.—Year ending Dec. 31,	1899.	1900.
Gross receipts	$147,506	$179,697
Operating expenses	80,129	102,394
Earnings from operation	67,377	77,303
Deductions from earnings	28,845	34,562
Net income	38,532	42,471

Plant and Equipment.—Miles of track (electric), 69; gauge, 4 ft. 8½ in.; 56 lb. T to 73 lb. girder rail; 35 motor cars, West and Walker generators and motors, Allis and Slater engines, Stirling boilers.

Officers.—Pres. A. H. Pomeroy, V. Pres. A. E. Akins, Sec. E. S. Schneider, Treas. & Gen. Man. F. T. Pomeroy, Supt. W. J. Hillier, Elecn. Wm. Lintern.

Directors.—A. H. Pomeroy, A. E. Akins, O. D. Pomeroy, F. T. Pomeroy, Will Christy, M. J. Mandlebaum, M. A. Sprague, L. M. Coe, F. L. Fuller, S. C. Smith, E. S. Schneider.

General Office, 614 Garfield Bldg., Cleveland, O.

Power Stations.—Elyria and Rockport, O.

References.—CLEVELAND & ELYRIA ELECTRIC R. R. Co.; description of road (brief), Vol. XII, Feb., '96, p. 88 (ill.).

Date of information, Feb., 1901. z

Cleveland & Chagrin Falls Electric Railroad Co.—Chartered Dec. 23, 1895, in perpetuity. Municipal and county franchises granted in 1896, for 25 years. Annual meeting third Wednesday in Jan. This road commenced operation May 1, 1897, and also operates, under contract, the Chagrin Falls & Eastern Railway, which extends from Chagrin Falls to Middlefield, 18.5 miles.

Capital Stock, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1, 1896, due 1916; denom. $500; int. payable May and Nov., at office of the Guardian Trust Co., of Cleveland, O., trustee of mortgage.

Note.—First mortgage bonds may be called for payment at one month's notice at a price of par and accrued interest, at the option of the company, after May 1, 1906.

Operation.—Year ending Dec. 31,	1898.	1899.	1900.
Gross receipts	$36,475	$39,487	$52,022
Operating expenses	20,399	24,132	
Earnings from operation	16,076	15,355	
Deductions from earnings		12,813	
Net income		2,542	

Plant and Equipment.—Miles of track (electric), 15.2; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 15 motor cars, 2 snow plows; 1250 H. P. station plant; storage batteries; 2 Russell, 1 Atlas engines, 2 Walker, 1 S. & H. dynamos, 4 Walker and 14 Steel motors, Kuhlman cars, Peckham and Dorner & Dutton trucks.

Officers.—Pres. F. M. Stearns, V. Pres. & Treas. M. G. Waterson, Sec. A. G. Hutchingson, Gen. Man. & Pur. Agt. R. L. Palmer, Elecn. Thomas Scott, Ch. Engr. Geo. Hulburt.

Directors.—R. L. Palmer, F. M. Stearns, Geo. T. Comey, John R. Donnelly, A. G. Hutchingson, J. R. Sprankle, M. G. Waterson.

General Office, 91 Ontario St., Cleveland, O.

Reference.—Description of cars, Vol. XIII, Aug. '97, p. 501 (ill.).

Date of information, Feb., 1901. z

Chagrin Falls & Eastern Electric Railway Co.—This company was incorporated Apr., 1898, to construct an electric railway from Chagrin Falls to Garrettsville, a distance of 31.5 miles, on a private right of way, as an extension of the Cleveland & Chagrin Falls Electric R. R., which company now operates this line under contract from Chagrin Falls to Middlefield, 19.5 miles; Middlefield to Garrettsville to be in operation early in 1901.

Capital Stock, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $60,000; dated 1898, due May 1, 1918; denom. $500; int. payable May & Nov. at office of Guardian Trust Co., Cleveland, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), in operation, 19.5, under construction, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Siemens Halske generators; 750 H. P. station plant; Kuhlman cars.

Officers.—Pres. F. M. Stearns, V. Pres. & Treas. M. G. Waterson, Sec. A. G. Hutchinson, Gen. Man. & Pur. Agt. R. L. Palmer.

Directors.—F. M. Stearns, M. G. Waterson, A G. Hutchingson, James R. Sprankle, A. T. Hill, S. Hough.

General Office, 91 Ontario St, Cleveland O.

Date of information, Feb., 1901. z

Cleveland City Railway Co.—Chartered 1893. This is a consolidation of the Woodland Ave. & West Side St. R. R. Co. and the Cleveland City Cable Ry. Co.

Capital Stock, authorized, $8,000,000, issued, $7,600,000, in treasury, $400,000; par value, $100 per share.

Funded Debt.—Cleveland City Cable Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1909; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track, 84; operated by electricity, 72, by cable, 12; gauge, 4 ft. 8½ in.; 82 lb. to 98 lb. girder rail; 360 cars, of which 212 are motor cars, 38 are grip cars and 110 trail cars; Globe engines, West., Short and Elwell-Parker dynamos, West. motors, Brill and Jones cars.

Officers.—Pres. M. A. Hanna, V. Pres. C. F. Emery, Sec. Treas. & Pur. Agt. J. B. Hanna, Gen. Supt. Geo. G. Mulhern.

Directors.—M. A. Hanna, J. H. Wade, C. F. Emery, C. A. Otis, J. B. Hanna, Dan P. Eells, R. R. Rhodes, S. T. Everett, Geo. Mulhern.

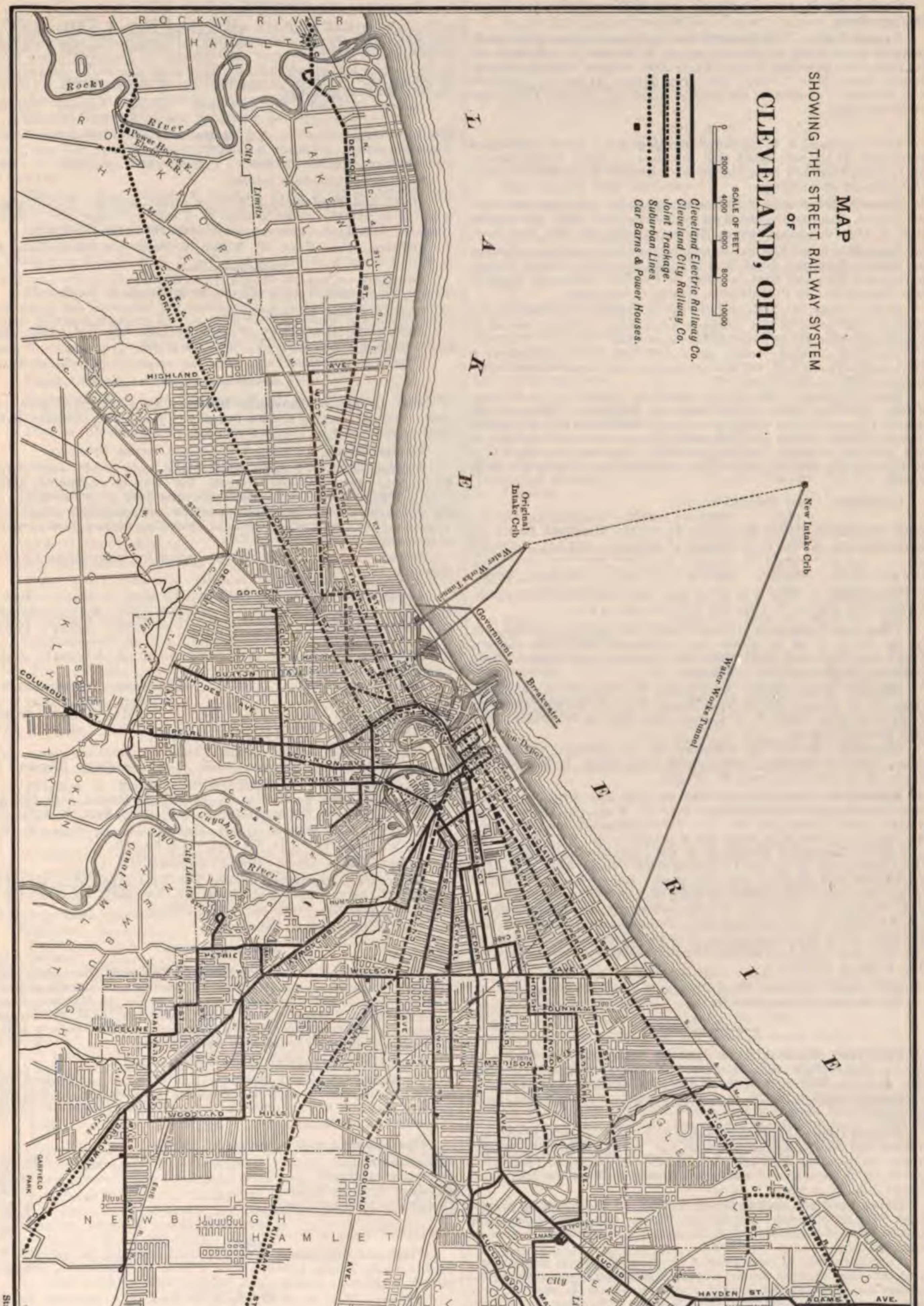
General Office, Western Reserve Bldg.

References.—CLEVELAND CITY CABLE RAILWAY Co., description of road, Vol. VII, Jan., '91, p. 7 (ill.); Vol. VII, June, '91, p. 277 (ill.); Vol. VIII, Souv., '92, p. 27 (ill.); description of power plant, Vol. VII, Sept., '91, p. 466 [ill]. CLEVELAND CITY RY.—Financial report, Vol. IX, July, '93, p. 491; details of consolidation, Vol. IX, June, '93, p. 357. WOODLAND AVE. & WEST SIDE.—Description of road (brief), Vol. VII, Jan., '91, p. 10; Vol. VIII, July, '92, p. 400 (ill.); Vol. VIII, Oct., '92, p. 602 (ill.); Vol. VIII, Souv., '92, p. 24 (ill.); description of power plant, Vol. IX, Mar., '93, p. 152 (ill.); Vol. IX, Mar., '93, p. 152 (ill.); pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Jan., 1900. z

For map of road see page 69.

Cleveland Electric Railway Co.—Chartered Mar. 1, 1893. Annual meeting third Wednesday in Jan. This is a consolidation of the East Cleveland Ry. Co., the Brooklyn Street R. R. Co., the South Side St. R. R. and the Broadway & Newburgh St. Ry. Co.



MAP
SHOWING THE STREET RAILWAY SYSTEM
OF
CLEVELAND, OHIO.

SCALE OF FEET
0 2000 4000 6000 8000 10000

Cleveland Electric Railway Co.
Cleveland City Railway Co.
Joint Trackage.
Suburban Lines
Car Barns & Power Houses.

Street Railway Journal

Capital Stock, authorized and issued, $13,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized (see Note), $4,350,000, issued, $1,850,000, in escrow (to retire prior liens described below), $1,900,000; coupon, but may be registered; dated Mar. 1, 1893, due 1913; denom. $1,000; int. payable Mar. and Sept., at office of the Central Trust Co., of New York, trustee of mortgage.

PRIOR LIENS.

East Cleveland R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated 1892, due Sept., 1, 1910; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Brooklyn Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated $300,000 on Sept. 1, 1883, $300,000 on Sept., 1, 1890, due 1903; denom. $1,000; int. payable Mar. and Sept.

South Side Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Sept., 1, 1888, due 1903; denom. $1,000; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Note.—Under the laws of Ohio the stockholders are individually liable for the debts of the company (including mortgage bonds) to an amount equal to the par value of the stock.

The first mortgage bonds are a first lien on the Broadway & Newburgh system and on all extensions and improvements subsequent to the consolidation.

Bonds in excess of $3,500,000 cannot be issued on the mileage, of 1893. Further issues may be made for increase of mileage to the extent of 85 p. c. of the actual cost of such extensions and of increase of plant, but not in any event exceeding $25,000 per mile, and only in case the net earnings for the preceding 12 months are equal to at least double the interest on the bonds outstanding and proposed to be issued.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts.	$1,634,841	$1,632,024	$1,718,515	$1,487,706	$2,061,505
Operating exp.	1,080,979	1,038,945	1,046,593	967,945	1,121,038
E'rn'gs fr'm op.	553,862	593,079	671,922	519,761	940,467

Dividends, in 1897, 3 p. c., in Jan., Apr. and July, 1898, 3 p. c., in Oct., 1898, 4 p. c.; in 1899, 2½ p. c.; in 1900, 4 p. c.

Plant and Equipment.—Miles of track (electric), 1 30; gauge, 4 ft. 8½ in.; 62 lb. to 98 lb. girder rail; 350 motor cars; Allis engines, West., Gen. Elec. and Steel Motor Co. dynamos and motors, Brill, Kuhlman, Stephenson and Jones cars.

Officers.—Pres. Henry A. Everett, V. Pres. R. A. Harman, Treas. E. W. Moore, Sec. & Asst. Treas. Fred. S. Borton, Audr. W. G. McDole, Elec. Engr. D. F. Carver, Pur. Agt. C. W. Wason, Gen. Supt. Charles Currie.

Directors.—Horace E. Andrews, R. A. Harman, James Parmelee, John J. Stanley, Henry A. Everett, Chas. L. Pack, E. W. Moore, M. T. Herrick, Chas. W. Wason.

References.—Description of new car, Vol. IX, Aug., '93, p. 520 (ill.); Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams). EAST CLEVELAND RY. CO.—Description of road, Vol. VI, Jan., '90, p. 25; Vol. VIII, Apr., '92, p. 200 (ill.); Vol. VIII, Souv., '92, p. 18 (ill.). BROOKLYN STREET R. R. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). SOUTH SIDE STREET R. R. CO.—Description of road, Vol. VI, Jan., '91, p. 26. BROADWAY & NEWBURGH STREET RY. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). CLEVELAND ELECTRIC RY. CO.—Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams); description of road (brief). Vol. XII, Oct., '96, p. 606; description of power house and repair shops, Vol. XV, Apr., '99, p. 199 (ill.).; employees club rooms, Vol. XVI, Mar. 3, '00, p. 239 (ill.).

Date of information, Jan., 1901. z

For map of road see page 69.

Cleveland, Painesville & Eastern Railroad Co.—Chartered Apr. 25, 1895. This company's lines run from Euclid, O., to Painesville, and from Willoughby, O., to Cleveland (opened Apr., 1898).

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated Apr. 1, 1896, due 1916; denom. $1,000; int. payable Apr. and Oct., at office of Cleveland Trust Co., Cleveland, O.; trustees of mortgage, Cleveland Trust Co. and State Trust Co., of New York.

Debenture 6 p. c. coupon bonds, authorized and issued, $500,000; dated July 1, 1897, due 1907; denom. $1,000; int. payable Jan. and July, at office of Dime Savings & Banking Co., Cleveland, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $1,500,000; issued, $350,000; in escrow, $1,000,000; in treasury, $150,000 (see Note); dated Oct. 1, 1898, due 1918; denom. $1,000; int. payable Apr. and Oct. at office of Dime Savings & Banking Co., Cleveland, and Colonial Trust Co., of New York City.

Note.—$1,000,000 of the consolidated mortgage bonds are held to retire the first mortgage and the debenture bonds described above at maturity.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$87,533	$105,360	$121,387	$141,112
Operating expenses	*46,915	58,880	65,946	69,592
Earnings from operation	40,619	46,480	55,441	71,520
Deductions from earnings.				
Interest on bonds	25,000	25,000	25,000	71,059
Net income	15,619	21,480	30,441	461
Total surplus	22,937	23,791		
P. c. op. exp. to gross receipts.	53.6	55.8	54.3	49.3

*Including debenture interest.

Plant and Equipment.—Miles of track (electric), 38.26; gauge, 4 ft. 8½ in.; 68 lb. girder and 70 lb. T rail; 27 motor cars; Cooper engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. Chas. W. Wason, V. Pres. J. A. Biedler, Sec. F. S. Borton, Treas. E. W. Moore, Asst. Sec. G. E. Bender, Supt. J. Jordan.

Directors.—Chas. W. Wason, J. A. Biedler, H. A. Everett, I. N. Topliff, Fred Storm, Fred S. Barton, E. W. Moore.

General Office, Willoughby, O.

Reference.—Description of road (brief), Vol. XII. Feb., '96, p. 89; annual report, Vol. XV, Apr., '99, p. 244.

Date of information, Feb., 1901. z

The Lorain & Cleveland Railway Co.—Chartered Nov. 11, 1895. Annual meeting second Tuesday in Jan. This company owns and operates the East Lorain Street Ry.

Capital Stock, authorized $1,000,000, issued, $700,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued $700,000; coupon, but may be registered; dated July 1, 1897, due 1927, but redeemable after July 1, 1917 at option of the company; denom. $1,000; int. payable Jan. and July at Cleveland Trust Co., of Cleveland, or Colonial Trust Co., of New York; trustee of mortgage, Cleveland Trust Co.

Note.—Treasury bonds may be issued for improvements or extensions.

Operation.—Year ending Dec. 31,	1898.	1899.	1900.
Gross receipts	$73,036	$92,629	$96,385
Operating expenses	33,665	39,324	42,920
Earnings from operation	39,371	53,305	53,465
Deductions from earnings.			
Interest on bonds	35,000	35,000	35,000
Net income	4,371	18,305	18,465
Per cent. op. exp. to gross receipts.	46.	42.45	44.5

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 70 lb. T rail; 16 motor cars; Cooper engines, Siemens & Halske dynamos, Gen. Elec. motors, Brill cars.

Officers.—Pres. B. Mahler, V. Pres. J. B. Hanna, Sec. Jas. B. Hoge, Treas. E. W. Moore, Asst. Sec. F. W. Coen, Supt. W. E. Davis.

Directors.—B. Mahler, J. B. Hanna, Jas. B. Hoge, E. W. Moore, W. J. Gawne, C. H. Stewart, H. A. Everett.

General Office, Electric Bldg., Cleveland, O.

Reference.—Description of road, Vol. XIII, Apr., '97, p. 231 (ill.), analysis of the operation of the road, Vol. XV, May, '99, p. 265 (ill.); speed test, Vol. XV, June, '99, p. 363 (tables).

Date of information, Feb., 1901. z

The Cleveland & Eastern Electric Railroad Co.—This company was incorporated Mar., 1898, to construct an electric railway from the lines of the Cleveland Electric Ry. Co., on Mayfield Road to Gates Mills, Chester Cross Roads, Fullerton, Lake Punderson, Burton and a branch to Chardon, passing through Fowler's Mills. Commenced operation of the road Dec. 29, 1899.

Capital Stock, authorized and issued, $1,200,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Nov., 1899, due 1919; denom. $1,000; int. payable May and Nov. at office of Cleveland Trust Co., of Cleveland, O., trustee of mortgage.

Operation.—9 months to Dec. 31, 1900.

Gross receipts	$65,514
Operating expenses	33,971
Earnings from operation	31,543
Deductions from earnings	31,199
Net income	344

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 64 lb. T rail; 16 motor cars; 4 S. & H. generators, Johnson motors, 2,500 H. P. station plant, Sterling boilers, Jewett cars.

Officers.—Pres. H. P. McIntosh, V. Pres. H. A. Sherwin, Sec. & Treas. E. G. Tillotson, Gen. Man. R. L. Andrews, Supt. Joseph O'Hara, Ch. Engr. M. A. Munn, Elecn. M. Pettingill.

General Office, 133 Prospect St., Cleveland, O.

Date of information, Feb., 1901. z

NEW CORPORATIONS.

Cleveland, Medina & Southern Electric Railway Co.—This company was incorporated in Oct., 1897, to construct an electric railway from Cleveland to Medina and Worcester, and eventually to Cincinnati. Contracts have been awarded for grading and overhead work for about 32 miles of the road, and an extension of time for its completion has been granted by county commissioners.

Capital Stock, $750,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $500,000; dated 1898, due July 1, 1918; denom. $500; int. payable Jan. and July at office of company, Cleveland. Trustee of mortgage, Cleveland Trust Co.

Officers.—Pres. Joseph W. Roof, V. Pres. F. C. McMillin, Sec. A. R. Gibson, Treas. Geo. R. McKay, Ch. Engr. E. F. Milligan.

General Office, Cleveland, O.

Date of information, Feb., 1901. d

Cleveland & Southwestern Electric Railway Co.— This company was organized to consolidate the newly consolidated Cleveland, Elyria & Western Ry. Co. with the Cleveland, Medina & Southern Electric Ry. Co. This company has secured rights of way for a new line connecting the Cleveland & Akron electric railways, which are controlled by the same interests.

Capital Stock, authorized, $1,000,000.

Incorporators.—A. H. Pomeroy, W. H. Lamprecht, A. E. Akins, U. G. Walker.

Date of information, Feb., 1901. x

CLINTON, IA.

Population in 1880, 9,052, in 1890, 13,619, in 1900, 23,000.

State Electric Co.—This company is the successor to the Clinton & Lyons Horse Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. girder and T rail; 18 cars, of which 12 are motor cars and 6 trail cars; 350 H. P. generators, 350 H. P. engines, Ideal engines, Gen. Elec. dynamos, Pullman and St. Louis cars.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone, Gen. Man. J. P. Calnan, Supt. & Pur. Agt. H. C. Judson.

GENERAL OFFICE, Clinton, Ia.

Date of information, Jan., 1900. z

CLINTON, MASS.

Population in 1880, 8,029, in 1890, 10,424, in 1900, 13,667.

Clinton & Hudson Street Railway Co.— This road was placed in operation Apr. 20, 1900. In Oct. 1900, this company was consolidated with the Leominster & Clinton St. Ry. Co.

CAPITAL STOCK, authorized and issued, $160,000.

OPERATION.—Period from Apr. 20 to Sept. 30, 1900.

Gross receipts	$12,924
Operating expenses	8,203
Earnings from operation	4,721
Interest	900
Taxes	7
Net income	3,814
Stockholders voluntary assessment	15,000
Surplus account	18,814

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$133,627	Capital stock	$160,000
" " equipment	32,057	Loans and notes payable	37,000
Cash and current assets	35,587	Current liabilities	164
Other permanent invest.	14,032	Profit and loss (surplus)	18,814
Other assets	675		
Total	$215,978	Total	$215,978

OFFICERS.—Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Asst. Treas. Joseph G. Stearns, Supt. Geo. H. Burgess, Leominster; Asst. Supt. John W. Ogden, Boylston.

DIRECTORS.—James A. Parker, F. R. Hart, Andrew J. Peters, B. W. Warren, F. W. Kendrick, Irvin McD. Garfield, Boston; Samuel E. Winslow, Justin W. Lester, Worcester.

GENERAL OFFICE, Worcester, Mass.

Date of information, Jan., 1901. b

CLINTON, MO.

Population in 1880, 2,868, in 1890, 4,737, in 1900, 8,000.

Clinton Street Railway Co.—Chartered in 1888, for 20 years.

CAPITAL STOCK, $12,000; par value; $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft.; Z. T and crescent rail; 8 horses, 5 horse cars.

OFFICERS.—Pres. H. P. Faris, V. Pres. A. Faris, Sec. & Treas. J. R. Winters.

GENERAL OFFICE, Clinton, Mo.

Date of information, Feb., 1901. z

COHOES, N. Y.

Population in 1880, 19,416, in 1890, 22,509, in 1900, 24,108.

The Cohoes City Railway Co.—Chartered July 29, 1894. On Dec. 30, 1899, this company made a traffic agreement through the Albany Ry. with the United Traction Co. of Albany.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $50,000; due July 1, 1905. Second mortgage 6 p. c. gold bonds, $35,000, due May 1, 1906.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$23,293	$20,357	$20,301	$20,625
" other sources	29	7,964	7,843	7,576
Receipts total	23,322	28,321	28,144	28,201
Operating expenses	25,597	29,337	29,865	32,541
Earnings from operation	*2,275	*1,016	*1,721	*4,340
Deductions from earnings.				
Interest	3,000	5,249	5,100	5,100
Taxes	1,487	1,542	1,301	1,403
Net income	*6,762	*7,807	*8,122	*10,843
To surplus account	*2,582	*10,061	*18,183	*29,026

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$147,583	$150,038	$152,377	$152,422
Cash	7,570	1,413	1,344	606
Other assets	37	7,776	187	7,341
Profit and loss (deficit)	2,582	10,061	18,183	29,026
Total	$157,772	$169,288	$172,091	$189,395
LIABILITIES.				
Capital stock	$50,000	$50,000	$50,000	$50,000
Funded debt	85,000	85,000	85,000	85,000
Loans	10,000	23,633	36,500	47,000
Accounts payable	12,772	10,412		
Other liabilities		243	591	7,395
Total	$157,772	$169,288	$172,091	$189,395

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; 14 motor cars.

OFFICERS.—Pres. John W. McNamara, V. Pres. R. Hornby, Sec. L. P. Wood, Treas. T. J. Van Antwerp, Gen. Man. E. S. Fassett. Supt. H. A. Fitzsimmons.

DIRECTORS.—R. C. Pruyn, J. W. McNamara, E. S. Fassett, T. J. Van Antwerp, A. Hessberg, L. P. Wood, R. Hornby, J. E. McLean, John Clute.

GENERAL OFFICE, 600 Broadway, Albany, N. Y.

Date of information, Feb., 1901. z

COLORADO SPRINGS, COL.

Population in 1880, 4,226, in 1890, 11,140, in 1900, 19,000.

Colorado Springs Rapid Transit Railway Co.—Chartered 1890, in perpetuity. In Feb., 1895, the company leased the Manitou Electric Ry. & Construction Co. for 10 years.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT—First mortgage 6 p. c. bonds, authorized and issued, $350,000; denom. $1,000; dated 1890, due 1910; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York.

Consolidated mortgage 6 p. c. gold bonds, authorized, $500,000; issued, $150,000; in escrow to retire first mortgage bonds, $350,000; dated Apr. 1, 1891, due 1921, but subject to call after Oct. 1, 1896; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Gross receipts	$152,032	$142,664	$137,823	$170,610
Operating expenses	86,903	84,775	88,531	94,591
Earnings from operation	65,129	57,889	49,292	76,019
Deductions from earnings.				
Interest, taxes and insurance.	34,081	33,912	33,480	33,407
Net income	31,048	23,976	15,812	42,612

PLANT AND EQUIPMENT.—Miles of track owned (electric), 28.5; leased (electric) 1.5; gauge, 4 ft. 8½ in.; 30 lb. and 65 lb. T rail; 56 cars, of which 28 are motor cars and 13 trail cars; Allis and Reynolds-

Corliss engines, Gen. Elec. dynamos and motors, Pullman and Woeber cars.

OFFICERS.—Pres. W. A. Ramsey, Supt. Pur. Agt. & Elecn. D. L. Macaffree, Ch. Engr. of Power Station, C. Bibb.

REFERENCES—Prospectus, Vol. IX, Apr., '93, p. 238. MANITOU & PIKE'S PEAK R. R. Co. Description of road, Vol. IX, Apr., '93, p. 238 (ill.).

GENERAL OFFICE, Colorado Springs, Col.; address P. O. Box 1267.

POWER STATION, Cascade and Moreno Aves.

Date of information, Feb., 1901. z

COLUMBIA, S. C.

Population in 1880, 10,036, in 1890, 15,359, in 1900, 21,108.

Columbia Electric Street Railway, Light & Power Co.—This company owns a 500 H. P. water power plant, an auxiliary steam plant, and electric light plant and the railway plant described below.

CAPITAL STOCK, authorized and issued, $350,000 (increased from $75,000 by act of assembly 1899).

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $350,000; coupon, but may be registered; dated Jan., 1900, due 1930; denom. 1,000; int. payable Jan. and July, in Columbia, and at office of South Carolina Loan & Trust Co., of Charleston, S. C.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. T rail; 26 motor cars, of which 10 are closed cars and 16 open cars; Short dynamos, Gen. Elec. motors, Laconia cars.

OFFICERS.—Pres. W. B. Smith-Whaley, V. Pres. W. A. Clark, Treas. & Gen. Man. E. B. Clark, Sec. W. H. Lyles, Supt. Transportation A. Wallace, Elecn. E. F. Lilly, M. Mech. C. D. Boling.

DIRECTORS.—W. B. S. Whaley, W. A. Clark, James Woodrow, R. W. Shand, W. G. Childs, Wilie Jones, W. H. Lyles.

GENERAL OFFICE, 85 Gervais St.

Date of information, Feb., 1901. z

COLUMBUS, GA.

Population in 1880, 10,123, in 1890, 17,303, in 1900, 23,619.

Columbus Railroad Co.—Chartered Sept. 15, 1866. The North Highlands R. R. Co. was consolidated with this company by purchase in Dec., 1894. This company also acquired by purchase all the property of the Brush Electric Light & Power Co. of Columbus, Ga. in March, 1898.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—New issue of bonds, $68,000, as follows: First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $430,000; and second mortgage 6 p. c. non-accumulative gold bonds authorized and issued, $250,000; dated March 2, 1898, due Oct. 1, 1937; int. payable Apr. and Oct., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgages.

NOTE.—Of the above first mortgage bonds, $27,000 are held by the Trust Co. to secure $27,000 of underlying 6 p. c. bonds, due in 1913; and $20,000 are left in hands of Trust Co. to be used for improvements.

OPERATION.—Year ending Dec. 31,	1898.	1899.	1900.
Gross receipts railway and lighting plant.	$90,488	$90,580	$96,507
Operating expenses	55,645	59,398	65,634
Earnings from operation	34,843	31,182	30,873
Deductions from earnings.			
Interest on bonds	11,695	21,770	21,770
Taxes	2,672		
Net income	20,476	9,412	9,103
Total surplus account		75,395	84,645
Per cent. op. exp. to total receipts	64.	65.5	68.0

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.
Cost of road and lighting plant	$ 965,551	$ 992,307	$1,007,479
Other permanent investments	3,000	3,000	3,000
Cash	8,093	11,426	6,312
Bills and accounts receivable	89,111	4,719	6,700
Material and supplies	1,400	1,932	2,615
Total	$1,067,155	$1,013,384	$1,026,106
LIABILITIES.			
Capital stock	$ 250,000	$ 250,000	$ 250,000
Funded debt	680,000	680,000	680,000
Accrued interest	5,442	5,442	5,442
Bills and accounts payable	57,552	2,907	6,019
Profit and loss (surplus)	74,161	75,035	84,645
Total	$1,067,155	$1,013,384	$1,026,106

PLANT AND EQUIPMENT.—Miles of track, 24.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 28 cars, of which 19 are motor cars, 5 trail cars, 2 steam cars and 2 steam engines; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. Jno. F. Flournoy, (Columbus, Ga.); V. Pres. J. Wainwright, (Philadelphia); Sec. & Treas. Samuel L. Harman, (100 B'way, N. Y.); Supt. R. R. Dept., W. D. Keene, Elecn. W. E. Boilean.

DIRECTORS.—J. F. Flournoy, J. H. Henderson, L. F. Gerrard, F. U. Gerrard, Columbus; W. D. Stratton, E. J. Kelly, New York; J. Wainwright, Philadelphia.

GENERAL OFFICE, Columbus, Ga.

TREASURER'S OFFICE, 100 Broadway, N. Y.

REFERENCE.—Separate cars for colored people, Vol. XVI, July 28, '00, p. 681.

Date of information, Mar., 1901. 7

COLUMBUS, IND.

Population in 1880, 4,813, in 1890, 6,719, in 1900, 10,500.

John S. Crump's Street Railway.—Chartered May 30, 1890, in perpetuity. This is not an incorporated company, the property and franchises being owned by John S. Crump.

PLANT AND EQUIPMENT.—Miles of track, 7; operated by electricity, 6.5, by horses, .5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 9 cars, of which 1 is a horse car, 4 are motor cars and 4 trail cars; Ide engines, American and Brownell cars.

OFFICERS.—Proprietor John S. Crump, Man. R. F. Gottschalk, Supt. J. W. Crump, Jr.

Date of information, Feb., 1901. z

COLUMBUS, O.

Population in 1880, 51,647, 1890, 88,150, in 1900, 125,560.

Columbus Railway Co.—This company was incorporated in Aug., 1899, and is a consolidation of the Columbus Street Ry. Co., chartered Apr. 25, 1892, the Crosstown Street Ry. Co., chartered 1893, and the Columbus Central Ry. Co., chartered 1893, which comprise all of the street railways in the city of Columbus.

Capital Stock.—Common, authorized and issued, $3,500,000; par value, $100 per share.

Preferred, 5 p. c. cumulative authorized and issued, $3,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds authorized and issued to trustee, $7,000,000 (see note); dated Oct. 1, 1899, due 1939; denom. $1,000; int. payable Jan., Apr., July and Oct. at offices of the company, Columbus, O., E. W. Clark & Co., Phila., Pa. or the Union Savings Bank & Trust Co., Cincinnati, O., trustee of mortgage.

Note.—The entire issue of $7,000,000 bonds has been executed by the company and deposited with the trustee for the following purposes.

$702,000 of the bonds are held to redeem and cancel the bonds of the Columbus Consolidated St. R. R. Co.

$2,298,000 of the bonds are held to redeem and cancel the bonds of the Columbus St. Ry. Co.

$300,000 of the bonds were certified for retiring the issue of 4 p. c. notes of Columbus St. Ry. Co., of which $174,000 are still outstanding.

$572,000 of the bonds are held to redeem and cancel the bonds of the Crosstown St. Ry. Co., still outstanding.

$1,500,000 of the bonds have been issued to pay for the property of the Columbus Central Ry. Co.

$628,000 of the bonds are held by trustee, and can only be issued on the vote of the Directors of the company for betterments, improvements, further extensions and purchases of other lines.

$1,000,000 of the bonds are held by trustee to be issued only under certain limitations on approval of the majority of the Directors, after the stockholders have authorized their issue.

Plant and Equipment.—Miles of track (electric), 98; gauge, 5 ft. 2½ in.; 45 lb. to 74 lb. T and 45 lb. to 100 lb. girder rail; 242 passenger cars, of which 135 are box and 65 are open motor cars, 14 box and 28 open trail cars, 4 motor freight cars, 171 motor trucks; Gen. Elec. and West motors. Spring St. power station 10—B. & W. boilers aggregating 2250 H. P., 3 McI. & S, 2 Buckeye and 1 Green-Wheelock compound engines aggregating 3900 H. P., one 850 K. W. and two 500 K. W. and seven 75 K. W. Gen. Elec. generators aggregating 2375 K. W. Milo Station—8 Sterling boilers aggregating 1600 H. P., West engines and generators aggregating 1100 H. P.

Officers.—Pres. Robert E. Sheldon, V. Pres. Treas. & Gen. Man. Edward K. Stewart, 2nd V. Pres. Clarence M. Clark, Sec. & Audr. P. V. Burington, Gen. Supt. M. S. Hopkins.

Directors.—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks, Theodore Rhoads, C. M. Clark.

Executive Committee.—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks.

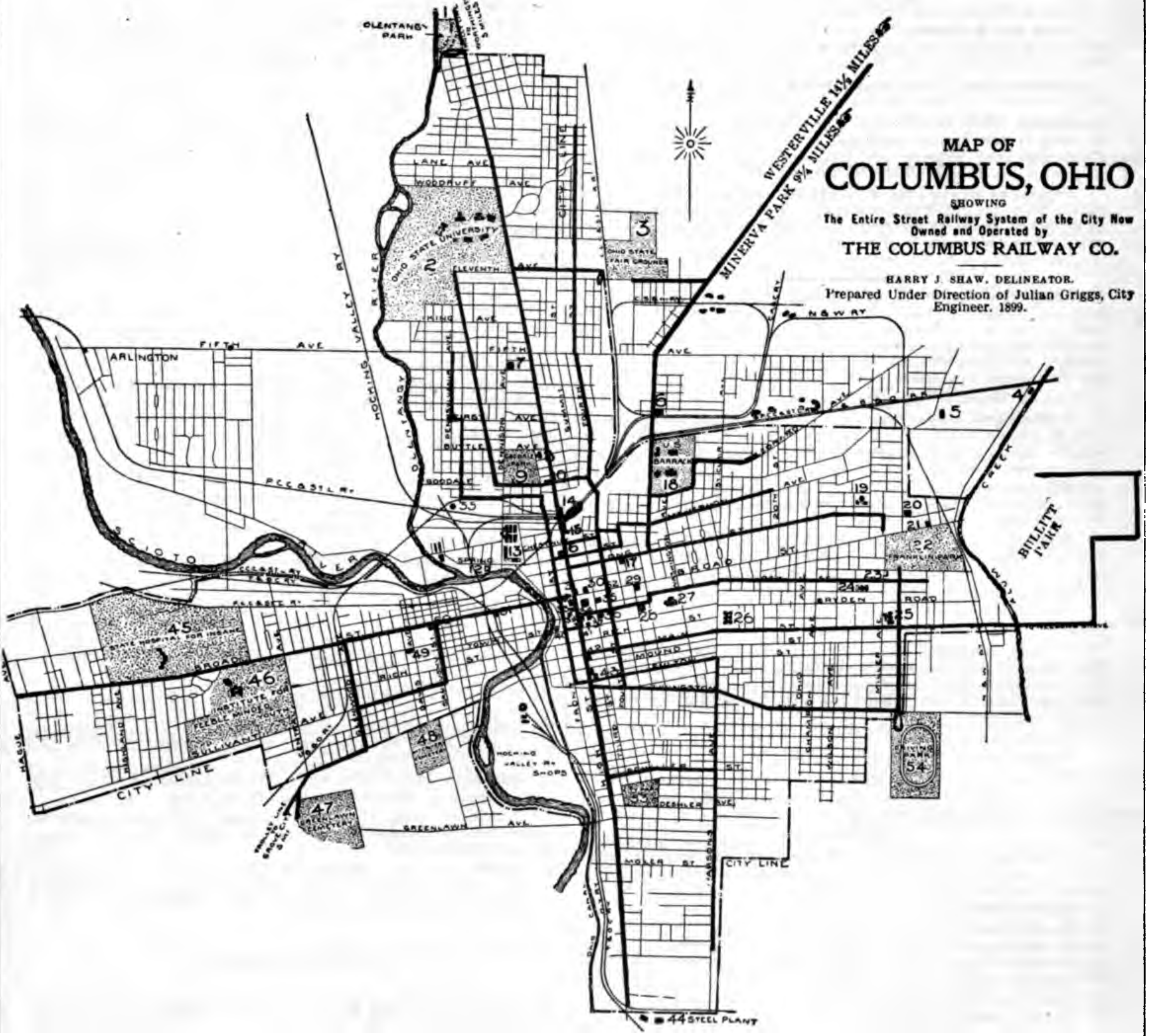
General Office, 14 No. High Street, Columbus, O.

Power Stations, West Spring St., Columbus, and at Milo, O.

References.—Description of road, Vol. VII, Jan., '91, p. 2; description of power plant, Vol. VIII, June, '92, p. 341 (ill.). GLENWOOD & GREENLAWN STREET RY. CO.—Financial report, Vol. IX, Aug., '93, p. 559; annual report, 1894, Vol. XI, Feb., 95, p. 119; dividend, Vol. IX, Feb., '93, p. 128. Description of park, Vol. XV., Jan., '99, p. 25 (ill.); annual report, Vol. XV, Feb., '99, p. 105; operating methods, Vol. XVI, Sept. 1, '00, p. 789 (ill. map).

Date of information, Feb., 1901. z

For map of road see page 73.


MAP OF
COLUMBUS, OHIO
SHOWING
The Entire Street Railway System of the City Now Owned and Operated by
THE COLUMBUS RAILWAY CO.
HARRY J. SHAW, DELINEATOR.
Prepared Under Direction of Julian Griggs, City Engineer. 1899.
WESTERVILLE 14½ MILES
MINERVA PARK 9¼ MILES
OLENTANGY PARK
LANE AVE
WOODRUFF AVE
OHIO STATE UNIVERSITY
ELEVENTH AVE
KING AVE
FIFTH AVE
ARLINGTON
HOCKING VALLEY RY
OLENTANGY RIVER
SCIOTO RIVER
OHIO STATE FAIR GROUNDS
N & W RY
BULLITT PARK
ALUM CREEK
FRANKLIN PARK
BROAD ST
MOUND ST
STATE HOSPITAL FOR INSANE
INSTITUTE FOR FEEBLE MINDED YOUTH
SULLIVANT AVE
CITY LINE
GREENLAWN AVE
GREENLAWN CEMETERY
HOCKING VALLEY RY SHOPS
DRIVING PARK
DESHLER AVE
MOLER ST
44 STEEL PLANT

Grove City & Green Lawn Street Railway.—This street railway is owned by A. G. Grant, 6 miles in length, running from Columbus to Grove City, which was placed in operation Nov. 1, 1898. Franchises have been granted for 8 miles of extensions, 7 miles south to Morgans, O., and 1 mile north to the loop around centre of city owned by the Columbus, London & Springfield Ry. Co.; extensions to be in operation May 1, 1901.

Plant and Equipment.—Miles of track (electric), in operation, 6, under construction, 8; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 6 cars, of which 3 are motor cars and 3 trail cars; West motors; power rented.

Officers.—Owner and Man. A. G. Grant, Sec. Geo. B. Darnell, Pass. Agt. E. C. Grant.

General Office, Eberly Bldg., Columbus, O.
Date of information, Feb., 1901. z

Worthington, Clintonville & Columbus Street Railway Co.—Began operation 1893.

Capital Stock, authorized, $40,000, issued, $32,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 5 ft. 2 in.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

Officers.—Pres. F. D. Simons, Sec. & Treas. T. A. Simons, Aud. R. M. Weaver, Ch. Engr. & Elecn. W. Owens.

General Office, 61 Wheeler Bldg., Columbus, O.

Date of information, Feb., 1901. z

NEW CORPORATIONS.

Columbus, Grove City & Southern Railway Co.—This company is being organized as an extension of the Grove City & Green Lawn Street Ry. to Washington Court House by the same interest now owning the present road.
Date of information, Feb., 1901. z

Columbus, London & Springfield Railway Co.—This company was organized in 1900 to construct an interurban electric railway from Columbus, via London, to Springfield. In Mar., 1901, it was reported that negotiations were pending for the consolidation of this company with the Columbus, Buckeye Lake & Newark Traction Co. and the Dayton, Springfield & Urbana St. R. R. Co.

Capital Stock, authorized, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000; dated Oct. 1, 1900, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Continental Trust Co., of New York, trustee of mortgage.

Officers.—Pres. J. S. Harshman, 1st V. Pres. & Treas. John G. Webb, 2d V. Pres. John M. Good, Sec. Emmett Tompkins, Gen. Man. Hart A. Fisher.

Directors.—J. S. Harshman, Springfield, O.; H. A. Fisher, Geo. T. Spahr, Columbus, O.; John G. Webb, John M. Good, F. S. Penfield, Springfield, O.; A. E. Appleyard, Boston, Mass.

General Office, 70 Ruggery Building, Columbus, O.
Date of information, Feb., 1901. z

Urbana, Mechanicsburg & Columbus Electric Railway Co.—This company was organized in 1900 to construct an electric railway from Columbus, through Mechanicsburg, to Urbana. Franchises have been secured, and construction work commenced in Franklin Co., in Oct., 1900.

Capital Stock, $100,000.

Funded Debt.—

Officers.—Pres. H. A. Axline, Sec. & Treas. Colin McDonald.

General Office, Board of Trade Building, Columbus, O.
Date of information, Jan., 1901. d

Columbus, New Albany & Johnstown Railway Co.—This company was organized in 1899 to construct an electric railway from Columbus to Johnstown through New Albany, 32 miles.

Capital Stock, $300,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable at office of Cleveland Trust Co., trustee of mortgage.

Officers.—Pres. J. W. Dusenbury, V. Pres. William Shepard, Sec. & Treas. Wm. J. Dusenbury, Gen. Man. L. P. Stevens.

General Office, Columbus, O.
Date of information, Dec., 1900. x

Columbus, Buckeye Lake & Newark Traction Co.—Contracts have been awarded for the powerhouse equipments, which are to be located at Hebron with sub-station near Columbus and near Newark. In Mar., 1901, it was reported that negotiations were pending for the consolidation of this company with the Dayton, Springfield & Urbana St. R. R. Co., and the Columbus, London & Springfield Ry. Co.

Capital Stock, $1,000,000.

Officers.—Pres. W. O. Baker, Columbus; Sec. & Treas. F. T. Pomeroy.

General Office, Hebron, O.
Date of information, Jan., 1901. x

CONCORD, N. H.

Population in 1880, 13,843, in 1890, 17,004, in 1900, 19,632

Concord Street Railway.—Chartered 1879, in perpetuity. Annual meeting first Wednesday in Sept.

CAPITAL STOCK.—Common stock, authorized, $100,000, issued, $50,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $118,500, in escrow (see Note), $31,500; dated Dec. 1, 1893, due 1913; denom. $500; int. payable June and Dec., at office of Nat'l Bank of Redemption, of Boston, trustees of mortgage, John F. Jones and Josiah E. Fernald, of Concord.

NOTE.—$31,500 of the first mortgage bonds are in the hands of the trustees and may be issued and sold for new track and rolling stock at a rate not exceeding 75 per cent. of the cost thereof, nor $8,000 per mile of track.

The first mortgage bonds may be called for payment in 1898 or at any time thereafter till 1903 at 102 and accrued interest, and in 1903 and thereafter they may be called at par and accrued interest.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$49,169	$48,908	$51,979	$54,983	$60,955
" " other sources..	1,491	871	461	2,381	3,513
" total..............	50,650	49,779	52,440	57,364	64,468
Operating expenses.........	46,064	43,479	44,510	49,475	50,869
Earnings from operation....	4,596	6,300	7,930	7,889	13,599
Deductions from earnings.					
Interest charges.........	5,532	5,738	5,912	5,951	6,140
Taxes..................	656	748	811	793	815
Improvements...........					884
Net income.................	*1,592	*185	1,207	1,145	5,760

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction..........	$ 90,223	$ 91,700	$ 91,700	$ 91,700	$ 91,761
Equipment...........	100,907	101,677	102,398	103,973	104,795
Real estate...........	28,842	29,494	29,894	30,140	30,140
Cash assets...........	837	552	1,015	455	3,644
Bills receivable........	5,000		2,500	2,500	
Profit and loss (deficit).		151	1,018	2,057	
Total.............	$225,809	$223,575	$228,525	$230,825	$230,340
LIABILITIES.					
Capital stock com.....	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
" " pref......	50,000	50,000	50,000	50,000	50,000
Funded debt...........	118,500	116.000	118,500	118,500	118,500
Bills payable..........	7,275	7,575	10,025	12,325	11,825
Profit and loss (surplus)	34				15
Total.............	$225,809	$223,575	$228,525	$230,825	$230,340

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 3 ft.; 50 lb. and 60 lb. T and 90 lb. girder rail; 29 cars, of which 23 are motor cars and 6 trail cars; 500 H. P. station plant; Rollins engines, Gen. Elec. dynamos and motors, Briggs, Lamokin and Stephenson cars, Tripp and Taylor trucks.

OFFICERS.—Pres. & Pur. Agt. J. H. Albin, Treas. & Clerk A. B. Cross, Cashier M. Martin, Gen. Man. H. A. Albin.

DIRECTORS.—John H. Albin, George A. Cummings, H. A. Tuttle, George W. Abbott, Howard A. Dodge, Paul R. Holden, Gardner B. Emmons.

GENERAL OFFICE, 20 Pleasant St., Concord, N. H.

REFERENCE.—Notes, Vol. VII, July, '91, p. 374.

Date of information, Feb., 1901. z

CONNELLSVILLE, PA.

Population in 1890, 5,629, in 1900, 7,160.

Connellsville, New Haven & Leisenring Street Railway Co.—Chartered May 9, 1891, in perpetuity. Annual meeting second Monday in Jan. In 1900 it was reported that this company had been purchased by the newly organized Mt. Pleasant, Connellsville & Uniontown Street Ry. Co. For latest report of this property see Pittsburg, McKeesport & Connellsville Ry. Co., Pittsburg, Pa.

CAPITAL STOCK, authorized, $100,000, issued, $70,000, in treasury, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated May 1, 1892, due 1902, but redeemable after 1897; denom. $1,000; int. payable May and Nov. at First National Bank of Connellsville, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment any time after 1897 at a price of par and accrued interest.

FRANCHISES.—Municipal franchises were granted in 1890 and 1891 in perpetuity.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$17,384	$15,576	$18,735	$19,378	$24,699
Operating expenses	11,559	11,155	14,972	14,459	16,317
Earn. from operation	5,825	4,421	3,763	4,919	8,382
Deductions from earnings.					
Int. on bonds	800	1,183	1,200	1,400	1,500
" " floating debt.	1,710		1,845	1,085	
Taxes		447	240		73
Other deductions	412	1,719		1,098	778
Dividends					1,500
Net income	2,903	*1,072	478	1,336	4,531
Total surplus account	*570	502	980	2,216	6,497
Per cent. op. exp. to total rec.	66.5	71.6	81.5	74.6	66.0

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 85,385	$ 85,385	$ 85,581	$ 85,581	$ 85,725
" equipment	33,022	32,890	32,781	32,774	32,749
Cash and current assets.	160	1,573	575	716	4,383
Other assets	691		745	597	873
Profit and loss (deficit).	570				
Total	$119,828	$119,848	$119,684	$119,668	$123,730
LIABILITIES.					
Capital stock	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000
Funded debt	13,000	21,000	24,000	24,000	30,000
Bills payable		24,900	24,504	16,750	16,350
Accrued interest	175	200	200	250	250
Other liabilities	28,653	247		452	633
Profit and loss (surplus).		502	980	2,216	6,497
Total	$119,828	$119,848	$119,684	$119,668	$123,730

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2½ in.; 60 lb. girder rail; 5 motor cars; 2,100 H. P. Taylor engines, Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Wm. H. Graham, Sec. J. K. Ewing, Jr., Treas. M. K. Salsburg, Supt. Pur. Agt. & Elecn. D. S. Fornwalt, Ch. Engr. L. S. Michaels.

DIRECTORS.—Jos. Soisson, A. D. Boyd, J. K. Ewing, Jr., John D. Frisbee, Nath'l Ewing, John K. Ewing.

GENERAL OFFICE, Connellsville, Pa.

Date of information, Jan., 1901. b

Connellsville Suburban Street Railway Co.—This company began operation on Dec. 17, 1896.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

OPERATION.—Year ending	June 30, 1897.	Dec. 31, 1898.	Dec. 31, 1899.	June 30, 1900.
Receipts from passengers	$5,934	$14,184	$16,390	$17,723
" " other sources	1,061	389	156	179
" total	6,995	14,573	16,546	17,902
Operating expenses	4,762	8,654	10,262	11,682
Earnings from operation	2,233	5,919	6,284	6,220
Deductions from earnings.				
Taxes	4	277	301	369
Other deductions		5,293	628	650
Net income	2,229	5,642	5,355	5,201
Dividends paid			2,500	5,000
To surplus account		349	2,855	
Total surplus account		6,275	9,130	

BALANCE SHEET.—Dated,

ASSETS.	Dec. 31, 1899.	June 30, 1900.
Cost of road	$22,467	$22,467
" " equipment	6,430	6,452
Cash	5,034	631
Other assets	599	2,335
Total	$34,530	$31,885
LIABILITIES.		
Capital stock	$25,000	$25,000
Suspense account	400	1,250
Profit and loss (surplus)	9,130	5,635
Total	$34,530	$31,885

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 motor cars; West. motors, Stephenson and Newcastle cars, Brill trucks.

OFFICERS.—Pres. Joseph Soisson, 2d V. Pres. Geo. J. Humbert, Sec. & Treas. R. W. Soisson, Supt. Wm. Henderson.

DIRECTORS.—A. C. Shearrard, Joseph Soisson, W. F. Soisson, H. L. Kurtz, Wm. A. Davidson, Geo. J. Humbert, Jos. D. Madigan.

GENERAL OFFICE, Connellsville, Pa.

Date of information, Feb., 1901. b

Mt. Pleasant, Connellsville & Uniontown Street Railway Co.—For latest report of this property see Pittsburg, McKeesport & Connellsville Ry. Co., Pittsburg, Pa. This company was organized in 1900 to consolidate the Connellsville, New Haven & Leisenring Street Ry. and the Uniontown Street Ry., extending the lines to reach from Fairchance, through the coal belt to Pittsburg, and connecting Braddock, McKeesport, West Newton, Silverton, Mt. Pleasant, Connellsville, New Haven, and Dunbar. In Dec., 1900, the line between Connellsville and Uniontown was placed in operation.

Date of information, Dec., 1900. x

CONWAY, MASS.

Population in 1880, 1,760, in 1890, 1,451, in 1900, 1,556.

Conway Electric Street Railway Co.—This company commenced operation Apr. 2, 1895.

CAPITAL STOCK, authorized, $100,000, issued, $35,900; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, and issued $35,000; dated Jan. 1, 1895, due 1915, but subject to call at par on Jan. 1, 1905 and thereafter; int. payable Jan. and July; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

Second mortgage 6 p. c. gold bonds, authorized and issued, $10,000; dated Aug. 1, 1898, due July 1, 1918, denom. $500; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

5 p. c. real estate mortgage, $900; due on demand.

NOTE.—The above described bonds are held by the directors of the company as security for their endorsement of bills payable.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$1,644	$1,793	$2,398	$2,744	$3,057
" other sources	2,966	3,336	4,190	4,492	6,626
" total.	4,610	5,129	6,588	7,236	9,683
Operating expenses	4,776	4,588	5,096	4,642	7,068
Deficit from operation	166	* 541	1,492	2,594	*2,615
Other deductions.					
Interest	2,068	2,370	2,957	2,900	2,384
Taxes	400	419	208	506	395
Net deficit	2,634	2,248	1,673	812	164
Total deficit	4,776	7,024	8,697	9,509	9,673

*Surplus.

OPERATING EXPENSES.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
General expenses	$ 735	$ 412	$1,037	$ 487	$ 790
Maint. of way and bldgs.	1,246	955	789	555	834
" equipment	241	28	571	387	654
Transportation expenses	2,554	3,192	2,699	3,213	4,790
Total	$4,776	$4,588	$5,096	$4,642	$7,068

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Revenue passengers carried	36,416	51,403	55,098	61,743
Car miles run	22,377	30,058	25,844	33,616
Total receipts per car mile	$.229	$.219	$.280	$.288
Operating expenses per car mile	.205	.170	.175	.210

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$44,162	$59,698	$63,683	$65,683	$65,683
" equipment	5,889	5,889	5,889	5,889	10,190
Land and buildings	8,996	9,180	10,680	19,680	10,899
Other permanent property	1,500	1,500			
Cash and current assets	2,836	371	304	2,399	3,090
Bills and accounts receivable.	701		1,046		
Profit and loss (deficit)	4,776	7,024	8,697	9,509	9,673
Total	$68,860	$83,662	$90,299	$94,160	$99,535
LIABILITIES.					
Capital stock	$25,000	$25,000	$35,800	$35,900	$35,900
Unfunded debt			52,400	56,289	58,610
Real estate mortgages	900	900		900	900
Loans and bills payable	40,700	56,230	390		2,070
Other liabilities	1,241		1,258	1,070	2,055
Accrued interest	1,019	1,532	451		
Total	$68,860	$83,662	$90,299	$94,160	$99,535

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars and 10 freight cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Wason cars.

OFFICERS.—Pres. John B. Packard, Sec. John B. Laidley, Treas. F. A. Delabarre, Supt. Eli S. Briggs.

DIRECTORS.—C. Batchelder, J. B. Packard, E. Brown, Chas. Parsons, A. P. Delabarre, F. Pease, F. A. Delabarre.

GENERAL OFFICE, Conway, Mass.

Date of information, Jan., 1901. b

CORNING, N. Y.

Population in 1880, 7,402, in 1890, 10,188, in 1900, 12,500.

Corning & Painted Post Street Railway.—Chartered Dec. 11, 1894. Operation commenced Nov. 1, 1895. Annual meeting first Tuesday in May.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated Jan. 1, 1896, due 1916; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers..	$14,657	$25,044	$24,716	$25,228	$27,628
" other sources.....	105	83	113	112	130
" total.............	14,762	25,127	24,849	25,340	27,758
Operating expenses.........	12,522	21,290	19,226	20,026	20,936
Earnings from operation...	2,240	3,837	5,603	5,314	6,822
Deductions from earnings.					
Interest on funded debt.	2,500	5,000	5,000	5,000	5,000
" unfunded "		435	325	653	538
Taxes.................	187	890	1,013	1,034	1,039
Deficit.....................	447	2,489	734	1,373	*245
Total deficit...............		2,936	3,670	5,042	

*Surplus.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses..........	$ 2,634	$ 4,906	$ 4,495	$ 4,995	$ 4,084
Transportation expenses...	7,911	13,372	12,504	12,243	11,928
Maint. of way and bldgs....	1,468	1,657	1,320	1,343	2,438
" equipment...	779	1,355	907	1,445	2,486
Total...	$12,522	$21,290	$19,226	$20,026	$20,936

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Revenue pass. carried	242,896	500,777	492,226	503,220	552,257
Transfer " "				25,278	24,614
Car miles run..............	77,801	187,021	187,106	181,973	183,827
Total receipts per car mile.	$.190	$.134	$.132	$.139	$.151
Oper. exp. per car mile.....	.161	.114	.102	.110	.113

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...........	$127,816	$130,836	$130,853	$130,853	$130,853
Cost of equipment......	72,502	72,957	73,005	73,191	73,222
Cash..................	90	335	588	335	355
Bills receivable.........		36	36	36	211
Materials and supplies..	450	1,000	1,013	1,363	1,363
Unexpired insur. and int.	1,195	200	835	780	1,083
Profit and loss (deficit)..	447	2,936	3,670	5,042	4,850
Total.............	$202,500	$208,300	$210,000	$211,600	$211,937
LIABILITIES.					
Capital stock..........	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt...........	100,000	100,000	100,000	100,000	100,000
Accounts payable......	2,500	8,300	10,000	11,600	11,937
Total.............	$202,500	$208,300	$210,000	$211,600	$211,937

PLANT AND EQUIPMENT.—Miles of track (electric), 5.9; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder and T rail; 12 motor cars; Paine engines, Walker dynamos, Gen. Elec. 800 motors, Brill cars and trucks.

OFFICERS.—Pres. E. P. Shaw, Sec. & Asst. Treas. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Supt. J. A. Wilcox.

DIRECTORS.—W. H. Tylee, Geo. A. Butman, F. H. Viele, Worcester, Mass.; E. P. Shaw, Boston, Mass.; C. L. B. Tylee, Penn Yan, N. Y.; C. M. Hyde, W. J. Cheney, H. H. Kendell, Corning, N. Y.; Geo. E. Tylee, Holliston, Mass.

PRESIDENT'S OFFICE, 8 Congress St., Boston, Mass.

GENERAL OFFICE, 832 State Mutual Bldg., Worcester, Mass.

Date of information, Feb., 1901. z

CORNWALL, ONT.

Population in 1890, 2,033, in 1900 (local estimates), 9,800.

The Cornwall Electric Street Railway Co., Ltd.—This company began operation in 1896.

CAPITAL STOCK, $150,000,

FUNDED DEBT, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Robb engines, Can. Gen. Elec. dynamos and motors, Can. Gen. Elec. and Rathbun cars.

OFFICERS.—Pres. & Gen. Man. D. A. Starr, V. Pres. Duncan Monroe, Sec. & Treas. Geo. Leroux, Supt. J. Milford Taylor, Elecn. James Tunnahill, Ch. Engr. of Power Station John Murphy.

Date of information, May, 1899. z

CORTLAND, N. Y.

Population in 1880, 4,050, in 1890, 8,590, in 1900, 9,014.

Cortland & Homer Traction Co.—Chartered Mar. 30, 1894. This company owns the entire capital stock of the Cortland & Homer Street R. R. Co., (which was a successor to the Cortland & Homer Horse R. R. Co.), and now operates the old road, which has been equipped with electricity, together with an extension which runs to the village of McGrawville, a distance of 5½ miles, with a loop to Cortland Park, 1 mile in length. Annual meeting July 21.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Apr. 1, 1894, due 1924; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers.	$33,188	$31,905	$29,516	$25,888	$28,783
" other sources....	1,347	4,980	4,890	7,653	142
" total............	34,535	36,885	34,406	33,541	28,925
Operating expenses....	19,567	17,600	17,965	16,855	16,927
Earnings from operation	14,968	19,285	16,441	16,686	11,998
Deductions from earn'gs					
Interest...........	13,500	18,000	18,908	19,269	19,408
Taxes..............	600	601	903	1,660	1,744
Other deductions...	326				977
Net income............	542	683	*3,370	*5,077	*10,131
To surplus account.....	542				
Total surplus account...	3,713	4,397	1,027	*4,049	*15,600
P.c.op.exp.to total rects.	59	47.7	52.2	50.2	58.5

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses............	$ 5,084	$ 2,684	$ 3,413	$ 2,743	$ 1,780
Transportation expenses.....	12,071	11,780	11,692	11,326	11,588
Maintenance of way and bldgs	1,212	1,295	1,214	692	1,019
" " equipment...	1,200	1,842	1,646	2,094	2,540
Total....................	$19,567	$17,600	$17,965	$16,855	$16,927

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Revenue pass. carried..	716,851	675,816	620,936	596,750	572,484
Transfer " " ..					13,947
Car miles run..........	208,121	230,104	215,588	212,104	180,666
Total rcpts. per car mile	$.166	$.160	$.159	$.158	$.160
Op. ex. per car mile.....	.094	.076	.083	.079	.094

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$616,720	$624,004	$626,073	$630,236	$635,400
Other permanent invest.	3,551	4,585	6,766	7,884	9,786
Cash assets............	4,385	1,250	843		
Other assets............	205	449	847	1,797	743
Due by agents..........	513	321	572	274	369
Open accounts.........	15,075	2,161	3,857	13,525	11,096
Material and supplies...	1,868	3,308	4,676	4,797	6,178
Office fixtures..........	73	73	98		
Tools..................		888	1,164		
Profit and loss (deficit)..				4,049	15,600
Total..............	$642,390	$637,039	$644,896	$662,562	$679,172
LIABILITIES.					
Capital stock...........	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt...........	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued..........	4,500	4,500	4,500	62,562	79,112
Other liabilities........		12,500			
Accounts payable......	17,786	12,142	12,169		
Loans..................	16,000	16,000	14,700		
Accrued taxes, ins., etc.	391				
Profit and loss (surplus).	3,713	4,397	1,027		
Total..............	$642,390	$637,039	$644,896	$662,562	$679,172

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 11 motor and 6 trail cars; Watertown engines, Gen. Elec. dynamos and motors, Cortland and Jackson & Sharp cars.

OFFICERS.—V. Pres. H. Bergholtz, Ithaca, N. Y.; Sec. & Treas. Edwin Duffey, Gen. Man. & Pur. Agt. W. B. Bucklin, Supt. F. P. Mooney, Ch. Engr. Chas. Gerrard, Elecn. J. A. Maxwell.

DIRECTORS.—C. D. Simpson, H. P. Simpson, Scranton, Pa.; H. Bergholtz, Ithaca, N.Y.; H. Duffy, E. Duffy, B. F. Taylor, Cortland, N. Y.; M. L. Perrin, Pittston, Pa.

GENERAL OFFICE, 24 Main St., Cortland, N. Y.

Date of information, Feb., 1901. b

COTTAGE CITY, MASS.

Cottage City Street Railway Co.—The property of this company was sold to the Martha's Vineyard St. Ry. Co. in March, 1900.

CAPITAL STOCK, authorized, $37,000, issued, $34,900; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May 1, 1895, due 1915; int. payable May and Nov.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$5,271	$4,377	$3,537	$4,095	$4,635
Operating expenses	3,662	4,573	3,551	3,527	3,933
Earnings from operation	1,609	*196	*14	568	702
Deductions from earnings.					
Interest on funded debt	1,500	1,500	1,500	1,500	1,500
Int. and discount on unfunded debts and loans.	503	275	307	113	146
Taxes	216	299	188	22	20
Net income	*610	*2,270	*2,009	*1,066	*964
Dividends 4 p. c.		1,396			
To surplus account		*3,666	*2,009		
Total surplus account	8,222	4,557	2,548	1,482	444

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 637	$1,466	$1,066	$ 663	$1,284
Main. of way and bldgs.		224	58	130	
Maintenance of equipment	5	114	67	148	
Transportation expenses	3.020	2,769	2,359	2,586	2,649
Total	$3,662	$4,573	$3,551	$3,527	$3.933

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	108,625	89,232	70,738	81,831	92,715
Car miles run	32,406	29,171	35,327	30,459	30,459
Gross receipts per car mile	$.164	$.150	$.100	$.134	$.152
Operating exps. per car mile	.114	.157	.101	.115	.125

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$54,572	$54,697	$54,697	$54,697	$55.553
" equipment	11,071	10,974	10,974	10,974	10,974
Other perm'nt invest's	7,700	4,700	4,700	4,700	4,700
Cash and current assets	2,206	679	167	250	497
Other assets	234	125	113	207	
Total	$75,783	$71,175	$70,650	$70,828	$70,724
LIABILITIES.					
Capital stock	$34,900	$34,900	$34,900	$34,900	$34,900
Funded debt	25,000	25,000	25,000	25,000	25,000
Loans and bills payable	7,661	6,718	8,202	9,446	10,380
Profit and loss (surplus)	8,222	4.557	2,548	1,482	444
Total	$75,783	$71,175	$70,650	$70,828	$70,724

PLANT AND EQUIPMENT.—Miles of track (electric), 5.89; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Briggs, Jones and Ellis cars.

OFFICERS.—Pres. D. M. Easton, Treas. Gen. Man. & Pur. Agt. John A. Duggan.

DIRECTORS.—Josiah Quincy, H. M. Curley, D. M. Easton, John R. Graham, John F. Merrill, Fred. H. Smith, J. P. Clare, John A. Duggan.

GENERAL OFFICE, Cottage City, Mass. Office of Gen Man., 60 State St., Boston.

Date of information, Feb., 1901. b

COTTONWOOD FALLS, KAN.

Population in 1880, 518, in 1890, 770, in 1900 (local estimates), 1,500.

Consolidated Street Railway Co.

CAPITAL STOCK, authorized and issued, $10,000; par value, $10 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 36 lb. T rail; 10 horses, 2 horse cars; Laclede cars.

OFFICERS.—Pres. & Pur. Agt. W. Adair, V. Pres. W. A. Morgan, Sec. S. C. Adair, Treas. S. F. Jones.

Date of information, Feb., 1900. x

COUNCIL BLUFFS, IA.

Population in 1880, 18,063, in 1890, 21,474, in 1900, 25,802.

Omaha, Council Bluffs & Suburban Railway Co.—Chartered in Oct., 1899, for 50 years. Annual meeting in Jan. This company has purchased the properties of the East Omaha Street Ry. Co. and the Lake Manawa Ry. Co. Commenced operation June 1, 1900. In July, 1900, the stock and bonds of this company were purchased by the stockholders of the Omaha & Council Bluffs Ry. & Bridge Co., but plans of consolidation have not yet been announced.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds (see note), authorized and issued, $600,000, dated Jan. 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage,

NOTE.—Bonds may be called at any interest date after Jan., 1906, on two months notice, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 39 cars, of which 22 are motor cars and 17 trail cars, 3 dummy engines; 1,600 H. P station plant; Hamilton-Corliss engines, Siemens & Halske dynamos, Johnston motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. Geo. W. Wattles, V. Pres. & Treas. J. H. Millard, Sec. & Gen. Man. G. F. Wright, Supt. Henry Seneca1, Ch. Engr. Wm. M. Moran, Elecn. James Wilkins.

DIRECTORS.—A. B. DeLong, Chas. R. Hannon, G. W, Wattles, J. H. Millard, G. F. Wright, W. S. Cox, S. Wallace.

GENERAL OFFICE, Council Bluffs, Ia.

Date of information, Jan., 1901. d

Omaha & Council Bluffs Railway & Bridge Co.—Chartered Apr. 1, 1887. This company owns the controlling interest in the capital stock and bonds of the Omaha, Council Bluffs & Suburban Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, on present mileage, $500,000, issued, $400,000, in escrow (see Note), $100,000; coupon, but may be registered; dated Jan. 1, 1888, due 1908, but subject to call at 110 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Council Bluffs Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated July 1, 1889, due 1909, but subject to call at 106 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Note.—$100,000 of the first mortgage bonds are held in trust to provide for possible emergencies. Further first mortgage bonds may be issued at a rate not exceeding $25,000 per mile for extensions or for new acquisitions of mileage.

By the terms of the first mortgage, the sum of $20,000 per annum must be passed to the sinking fund up to Jan. 1, 1899, and $30,000 per annum thereafter.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder and T rail; 43 cars, of which 38 are motor cars and 5 trail cars; Allis and West. engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Pullman cars.

Officers.—Pres. N. W. Wells, V. Pres. J. J. Brown, Sec. C. T. Stewart, Treas. J. H. Millard, Gen. Man. & Pur. Agt. W. S. Dimmock, Mast. Mech. & Ch. Engr. of Power Station W. B. Tarkington.

General Office, Council Bluffs, Ia.

References.—Description of road, Vol. VI, Mar., '90, p. 116 (ill.); Vol. IX, Feb., '93, p. 107 (ill.); gear and pinion records, Vol. XIII, Sept., '97, p. 541; notes, Vol. XVI, June 2, '00, p. 537.

Date of information, Jan., 1901. d

COVINGTON, GA.

Population in 1880, 1,415, in 1890, 1,823, in 1900, 2,198.

Covington & Oxford Street Railroad Co.—Chartered Feb. 14, 1888, for 20 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized, $20,000, issued, $16,400; par value, $100 per share.

FUNDED DEBT.—None.

DIVIDENDS, 4 p. c. each, payable Apr. and Oct., at Covington.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft. 8½ in.; 25 lb. T rail; 8 horses, 6 horse cars.

OFFICERS.—Pres. T. C. Swann, Sec. & Treas. J. G. Lester, Gen. Man. & Supt. R. O. Usher.

Date of information, Jan., 1901. d z

COXSACKIE, N. Y.

Coxsackie & Greenville Traction Co.—Chartered July 28, 1898. Annual meeting first Monday in May. This company has been consolidated with the Greene County Traction Co., and expects to build a road from Coxsackie to Oak Hill, about 17 miles.

Capital Stock, authorized and issued, $200,000; par value, $50 per share.

Officers.—Pres. T. E. Smith, V. Pres. N. A. Calkins, Sec. Lucius Smith, Treas. W. S. Vanderbilt, Gen. Man. Geo. C. Spencer (1512 Bway., New York).

General Office, Coxsackie, N. Y.

Date of information, July, 1899. b

Windham Traction Co.—Chartered July 28, 1898, to construct an electric railway from Durham to Windham, Hensonville and East Windham, about 20 miles.

Capital Stock, authorized, $250,000, issued, $20,000; par value, $50 per share.

Officers.—Pres. & Treas. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Gen. Man. George C. Spencer.

General Office, 1512 Broadway, N. Y. City.

Date of information, July, 1899. b

Middleburgh & Oak Hill Traction Co.—Chartered July 28, 1898. Annual meeting first Wednesday in June. To construct an electric railway from Middleburgh to Oak Hill, about 25 miles.

Capital Stock, authorized, $300,000, issued $25,000; par value, $50 per share.

Officers.—Pres. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Treas. T. E. Smith, Gen. Man. George Spencer.

General Office, 1512 Broadway, N. Y. City.

Date of information, July, 1899. b

Oak Hill Traction Co.—Chartered July 28, 1898, to construct an electric railway from Norton Hill to Durham, East Durham and West Durham, about 20 miles.

Capital Stock, authorized $250,000, issued, $20,000; par value, $50 per share.

Officers.—Pres. & Treas. T. E. Smith, V. Pres. & Gen. Man. George C. Spencer, Sec. W. S. Smith.

Directors.—T. E. Smith, Lucuis Smith, W. S. Smith, G. C. Spencer, J. B. Austin, I. D. Farrington, M. E. Ingersoll N. A. Calkins, W. S. Vanderbilt.

General Office, 1512 Broadway, N. Y. City.

Date of information, July, 1899. b

CRIPPLE CREEK, COL.

Population in 1900, 12,000. Victor, 7,500.

Colorado Springs & Cripple Creek District Railway Co.—Municipal franchises granted in Apr., 1896, for 25 years. Chartered in Apr., 1897, for 50 years. Annual meeting first Tuesday in May. This company has now in operation 11.52 miles of road between Cripple Creek and Victor over two lines. It has under construction 45 additional miles of steam line, which will connect Colorado Springs and Cripple Creek, and will be placed in operation Mar. 1, 1901. This is a freight and passenger railway, promoted by the owners of mines in Cripple Creek District.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,250,000; due 1948; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 11.52, (steam) 58; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars and 3 trail cars on electric line, 8 locomotives and 12 cars on steam lines; 625 k. w. generator; 380 h. p. steam plant in addition to water power; Gen. Elec. generator and motors; water power.

Officers.—Pres. Irving Howbert, V. Pres. Wm. Lennox, Sec. & Audr. E. F. Draper, Treas. F. M. Woods, Gen. Man. A. C. Ridgway, Engr. T. L. Waggoner, Elecn. L. N. Reed.

General Office, Colorado Springs, Col.

Water Power Plant.—Lake Moraine, Col.

Steam Power Plant.—Cameron, Col.

Reference.—Description of road, Vol. XIV, Nov., '98, p. 701, (ill.).

Date of information, Feb., 1901. z

CUMBERLAND, MD.

Population in 1880, 10,693, in 1890, 12,729, in 1900, 17,128.

Cumberland Electric Railway Co.—Chartered Sept. 2, 1890, for 40 years. Annual meeting, second Monday in July.

Capital Stock.—Common stock, authorized, $100,000, issued, $66,500; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $30,000; coupon, but may be registered; dated Jan., 1891, due 1911, but payable at option of company in 1901; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and Geo. L. Wellington.

Second mortgage 5 p. c. bonds, authorized and issued, $20,000; coupon, but may be registered; dated, Jan., 1894, due July, 1914. but payable at option of company in 1904; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and George L. Wellington.

Third mortgage 5 p. c. bonds,authorized and issued, $25,000, coupon, but may be registered; dated, Jan. 1900, due, 1920; denom $500; payable at option of company in 1910; int. payable Jan. and July at office of Second National Bank of Cumberland, trustees of mortgage, Geo, L. Wellington and James A. McHenry.

Plant and Equipment.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 16 cars, of which 11 are motor cars and 5 trail cars; Gen. Elec. and West. motors, Brill and Laclede cars; rent power from Edison Electric Ill. Co.

Officers.—Pres. G. L. Wellington, V. Pres. James A. McHenry, Sec. & Treas. J. H. Holzshu, Supt. W. Milnor Roberts, Jr., Elecn. H. Reinhart.

Directors.—George L. Wellington, Lloyd W. J. Humbird, James A. McHenry, J. H. Holzshu, W. M. Roberts, Jr.

General Office, North Centre St., Cumberland, Md.

Date of information, Jan., 1901 z

DALLAS, TEX.

Population in 1880, 10,358, in 1890, 38,067, in 1900, 42,638.

Dallas Consolidated Electric Street Railway Co.—Chartered Jan. 27, 1898, for 50 years. This is a consolidation of the Dallas City Street Ry. Co. and the Queen City Ry. Co., both of which were sold under foreclosure of mortgage. In Jan., 1901, it was reported that this company was consolidated with the Fort Worth St. Ry. Co., forming the Dallas, Fort Worth & Southern Electric Ry. Co., of Fort Worth.

Capital Stock, $1,000,000.

Funded Debt.—First trust mortgage bonds, outstanding, $365,000. This mortgage covers the entire property of the company and was made to secure a note for $365,000, due Sept. 15, 1900, int. at 10 per cent per annum.

Second trust mortgage bonds, outstanding, $25,000. This mortgage covers the property formerly owned by the Queen City Ry. Co., and is subject to the first trust mortgage bonds. It was given to secure a note for $25,000, due Sept. 15, 1900, int. at 10 per cent per annum.

Operation.—Year ending Feb. 3,	1899.	*1900.
Total receipts	$142,876	$171,780
" expenses	92,744	87,010
Net income	50,132	84,776

*Estimated from Dec. 1, 1899. All net earnings have been expended in improvements.

Plant and Equipment.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 35 lb. and 60 lb. T and girder rail; 60 motor cars; Gen. Elec. and West. motors; Laclede, St. Louis, Stephenson and Brownell cars.

Officers.—Pres. & Gen. Man. G. Van Ginkel, V. Pres. G. B. Wilson, Treas. J. J. Gannon, Sec. & Supt. E. T. Moore.

References.—Description of Dallas City Street Ry., Vol. X, June, 94, p. 373 (ill.); Vol. X, Souv., '94, p. 48; description of Queen City Ry., Vol. X, June, '94, p. 372 (ill.); Vol. X, Souv., '94, p. 47.

Date of information, Jan., 1900. x

Dallas & Oak Cliff Electric Railway Co.—Chartered May, 1887.

Capital Stock, $200,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 6 motor cars and 2 trail cars; Gen. Elec. dynamos and motors, American cars, Steam power rented.

Officers.—Pres. H. C. Scott, V. Pres. C. F. Carter, Sec. & Treas. H. T. West, Supt. B. F. Sibert.

Directors.—H. T. West, Edwards Whitaker, H. C. Harstick, H. C. Scott, St, Louis, Mo., C. F. Carter, De Edward Greer, Royal A. Ferris, Dallas.

Reference.—Description of road (brief), Vol. X, June, '94, p. 375.

General Office, Dallas, Tex.

Date of information, Mar., 1901. z

Rapid Transit Railway Co.—Chartered Jan. 21, 1899, as successor to the Dallas Rapid Transit & Terminal Ry. Co., which succeeded the Dallas Rapid Transit Co.

Capital Stock, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. steel T rail; 20 motor cars; Armington & Sims engines, Gen. Elec. and West. dynamos and motors, various cars.

OFFICERS.—Pres. W. F. Thayer, V. Pres. T. T. Holloway, Sec. Treas. & Gen. Man. C. F. Freeman, Supt. Wm. Boyd.

REFERENCES.—Description of road, Vol. X, June, '94, p. 374 (ill.); Vol. X, Souv., 94, p. 48.

GENERAL OFFICE, 296 Main St., Dallas, Tex.

Date of information, Mar., 1901. z

North Dallas Circuit Railway Co.—Chartered Dec. 19, 1888, for 35 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$100,000, in 6 p. c. 30 year bonds; denom. $1,000. Bonds, which have never been offered for sale, and on which no interest has been paid, are held by the owners of the stock.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. G. VanGinkel, V. Pres. J. E. Schneider, Treas. John N. Simpson.

Date of information, Mar., 1901. z

DANBURY, CONN.

Population in 1880, 11,666, in 1890, 16,552, in 1900, 22,094.

Danbury & Bethel Street Railway Co.—Chartered May 7, 1886.

CAPITAL STOCK, authorized, $323,000, issued, $320,000; par value, $25 per share. Dividends payable June and Dec.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; dated May 1, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—	12 mos. ending Sept. 30, 1896.	12 mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	12 mos. ending June 30, 1899.	12 mos. ending June 30, 1900.
Receipts from pass.	$64,297	$60,949	$42,174	$57,577	$68,549
" other sources	863	1,509	653	1,998	1,406
" total......	65,160	62,458	42,827	58,675	69,955
Operating exp......	41,746	35,687	26,033	37,313	47,538
Earn. from oper....	23,414	26,771	16,794	21,362	22,420
Deductions from earnings.					
Interest.......	10,402	10,421	10,526	10,205	10,377
Taxes........	2,721	2,763	2,736	1,049	2,181
Const. account.		908	875		
Net income........	10,291	12,679	2,657	10,108	9,862
Dividends paid.....	8,000	12,800	12,800	6,400	
To surplus account.	2,291	*121		3,708	9,862

* Deficit.

STATISTICS OF TRAFFIC.

	12 mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	12 mos. ending June 30, 1899.	12 mos. ending June 30, 1900.
Passengers carried........	1,218,608	823,699	1,132,032	1,199,276
Car miles run.............	337,217	244,533	327,511	356,169
Total receipts per car mile.	$.185	$.175	$.179	$.196
Op. expenses per car mile..	.105	.106	$.111	.133

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Cost of road...........	$332,435	$332,781	$332,781	$332,781	$338,403
" equipment.....	120,518	120,524	121,399	121,941	122,743
Real es. inc. pow. plant.		84,065	84,065	84,065	88,641
Cash assets............	323				
Operating expenses....	39,417				
Other assets...........	109,097	2,474	3,688	3,746	4,037
Material and supplies..			205	205	205
Total.............	$601,790	$539,844	$542,148	$542,738	$554,029
LIABILITIES.					
Capital stock..........	$320,000	$320,000	$320,000	$320,000	$320,000
Funded debt...........	200,000	200,000	200,000	200,000	200,000
Bills payable...........			8,500	8,527	5,150
Passenger receipts.....	64,297				
Advertising............	625				
Other liabilities........	1,827	2,056	4,849	2,215	7,021
Profit and loss (sur).....	15,042	17,787	8,798	11,996	21,858
Total.............	$601,790	$539,844	$542,138	$542,738	$554,029

PLANT AND EQUIPMENT.—Miles of track (electric), 11.15; gauge, 4 ft. 8½ in.; 48 lb., 60 lb. T and 80 lb. girder rail; 22 motor cars and 9 trail cars; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. C. Holley, V. Pres. S. H. Wagner, Sec. & Treas. M. H. Griffing, Gen. Supt. G. H. Klinzing.

DIRECTORS.—S. C. Holley, Arthur Tweedy, M. H. Griffing, Henry Baird, M. McPhelemy, A. W. Holley, Danbury; S. H. Wagner, New Haven.

GENERAL OFFICE, 23 South St., Danbury, Conn.

Date of information, Jan., 1901. b

DANVILLE, ILL.

Population in 1880, 7,733, in 1890, 11,528, in 1900, 16,354.

Danville Street Railway & Light Co.—Chartered Dec. 6, 1899, for 99 years. Municipal franchises granted May 3, 1898, for 30 years. Annual meeting third Tuesday in Jan. This company is the successor to the Danville Gas, Electric Light & St. Ry. Co.

CAPITAL STOCK, authorized and issued, $700,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $525,000; dated Jan. 1, 1900, due Jan. 1, 1924; denom. $1,000; int. payable Jan. and July, at office of N. W. Harris & Co., New York and Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 50 lb. T rail; 20 cars, of which 17 are motor cars and 3 trail cars; Buckeye engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Wm. P. Cannon, V. Pres. George F. Duncan, Sec. Wm. B. McKinley, Treas. Edward Woodman, Gen. Man. & Pur. Agt. S. L. Nelson, Supt. M. Connor, Elecn. O. J. Penwell, Ch. Engr. of Power Station L. O. Williams.

DIRECTORS.—W. P. Cannon, G. F. Duncan, E. Woodman, George Burnham, Jr., Wm. B. McKinley.

GENERAL OFFICE, Danville, Ill.

Date of information, Jan., 1901. z

DANVILLE, VA.

Population in 1880, 7,526, in 1890, 10,305, in 1900, 16,520.

Danville Railway & Electric Co.—Organized in 1900, as the successor to the Danville Street Car Co. which was chartered June 23, 1886. Municipal franchise granted June 28, 1886. The new company has rebuilt the line throughout; new track, new power house and new cars.

CAPITAL STOCK, authorized, $300,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, 400,000, issued, $225,000; dated July 1, 1900, due 1940; denom. $1,000; int. payable Jan. and July, at office of Guardian Trust Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 85 lb. girder rail; 20 motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. W. J. Payne, V. Pres. J. F. Rison, Sec. & Treas. H. S. Lanier, Supt. N. W. Berkeley, Elecn. J. M. King.

DIRECTORS.—W. J. Payne, Richmond, Va.; John F. Rison, Jas. G. Penn, M. P. Jordan, J. D. Spencer, J. P. Swanson, John L. Penn, J. I. Pritchett, Danville, Va.

GENERAL OFFICE, 320 Craighead St., Danville, Va.

Date of information, Feb., 1901. z

DAVENPORT, IA.

Population in 1880, 21,831, in 1890, 26,872, in 1900, 35,254.

Tri-City Railway Co.—Chartered Sept., 1895, as a reorganization of the Davenport & Rock Island Ry. Co. In Apr., 1899, this company purchased the properties of the Moline Central Street Ry. Co., of Moline, Ill.

CAPITAL STOCK, authorized and issued, $1,200,000.

FUNDED DEBT.—Davenport & Rock Island Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $630,000; coupon, but may be registered; dated July 1, 1891, due 1901 to 1911; denom. $500 and $1,000; int. payable Jan. and July, at Chase National Bank, of New York, and Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

OPERATION.—Year ending Sept. 30,	1897.	1899.	1900.
Total receipts.........................	$209,499	$307,152	$360,280
Operating expenses..................	138,487	206,560	203,077
Earnings from operation..............	71,012	100,592	157,203
Deductions from earnings.			
Interest and taxes................	44,183	43,649	45,018
Net income...........................	26,829	56,943	112,185
Dividends............................		28,320	30,240
Surplus..............................		28,623	81,945

PLANT AND EQUIPMENT.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 65 motor cars and 45 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. E. E. Cook, V. Pres. F. C. Denkmann, Sec. Treas. Gen. Man. & Pur. Agt. J. F. Lardner, Gen. Supt. J. G. Huntoon, Ch. Engr. of Power Station, T. Gowling, Ch. Engr. & Elecn. J. D. Fish.

DIRECTORS.—E. E. Cook, F. C. Denkmann, H. A. Ainsworth, W. H. Edwards, Jas. F. Lardner.

GENERAL OFFICE, 2nd and Rock Island Sts., Davenport, Ia.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 152; notes, Vol. XVI, June 2, '00, p. 535 (ill.).

Date of information, Feb., 1901. z

DAYTON, O.

Population in 1880, 38,678, in 1890, 61,200, in 1900, 85,333.

The City Railway Co.—Chartered Apr. 19, 1893 for fifty years. In Jan. 1899, it was reported that this company had obtained control of the Dayton & Western Traction Co.

Capital Stock.—Common stock, authorized, $2,100,000, issued, $2,090,600; par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—Dayton & Soldiers' Home Electric R. R. Co.'s first mortgage 6 p. c. bonds, $65,000; dated 1889, due 1909; principal and int. payable at Chemical Nat. Bank, of New York; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. girder rail; 143 cars, of which 97 are motor cars and 46 trail cars; 3 350 K. W. Siemens & Halske dynamos, Gen. Elec. motors.

Officers.—Pres. D. B. Corwin, V. Pres. C. B. Clegg, Sec. Valentine Winter, Supt. T. E. Howell, Ch. Engr. I. Engle, Elecn. J. Dolan.

Directors.—E. J. Barney, C. B. Clegg, W. H. Simms, D. B. Corwin, J. D. Ellison, P. E. Roach, Cincinnati; A. A. Thomas, Chicago.

General Office, Beckel Bldg., 3d and Jefferson Sts.

References.—Vol. X, Aug., '94, p. 506 (ill.); description of car and truck, Vol. X, Jan., '94, p. 15 (ill.); interurban railway center, Vol. XVI, Apr. 7, '00, p. 325 (ill., maps); strike, Vol. XVI, May 25, '00, p. 510; June 2, '00, p. 569.

Date of information, Feb., 1900. x

Dayton Traction Co.—This company commenced operation in 1896. Annual meeting first Wednesday in Jan. On Apr. 8, 1898, this property was leased for 999 years, to the Cincinnati & Miami Valley Traction Co. on a basis of 2½ p. c. guaranteed dividend for 1898, 3 p. c. for 1899, and increase of ½ of 1 p. c. annually under certain contingencies, up to 6 p. c., and to be 6 p. c. per annum without qualification after Jan., 1905; also interest on $250,000 1st 5's, and the principal and interest of $50,000 debenture 6's assumed. In Jan., 1900 this company was consolidated with the Cincinnati & Hamilton Electric Street Ry. Co. and the Cincinnati & Miami Valley Traction Co. forming the Southern Ohio Traction Co., of Hamilton, O.

Date of information, Feb., 1901. z

Dayton & Western Traction Co.—This company commenced operation in the summer of 1898 from Dayton to Eaton. The population served by this road is about 150,000. In Jan., 1899, it was reported that the control of this road had passed to the City Ry. Co.

Capital Stock, common stock, $400,000; preferred stock, $400,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $400,000; dated Apr. 1, 1898, due 1923; denom. $1,000 coupon, but may be registered, not subject to call; int. payable Apr. and Oct. at office of Central Trust Co. of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 26; 72 lb. T rail; 6 cars; Buckeye engines, Babcock & Wilcox boilers, Siemens Halske dynamos, Gen. Elec. motors, Kuhlman cars, Peckham trucks.

Officers.—Pres. Valentine Winters, V. Pres. Chas. B. Clegg, Sec. D. B. Corwin.

General Office, Dayton, O.

Reference.—Description of road, Vol. XIV, Mar., '98, p. 123; description of cars, Vol. XIV, Aug., '98, p. 456 (ill.).

Date of information, Feb., 1901. x

Oakwood Street Railway Co.—Chartered July 10, 1891, for fifty years.

Capital Stock, $300,000, outstanding, $19,000; par value, $50 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 72 lb. and 90 lb. girder rail; 18 motor cars; Wheelock engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. & Treas. C. B. Clegg, V. Pres. E. M. Wood, Sec. & Supt. H. P. Clegg.

Directors.—C. B. Clegg, E. M. Wood, Valentine Winters, H. P. Clegg.

General Office, corner Brown and Fairground Ave., Dayton, O.

Reference.—Description of power plant (brief), Vol. XIV, Mar., '98, p. 120 (ill).

Date of information, Feb., 1900. d z

The People's Railway Co.—Chartered in 1896, as a consolidation of the Wayne & Fifth Street R. R. Co. and the White Line Street R. R. Co. The Dayton & Troy Traction Co. have acquired the right to operate their cars on the tracks of this company in entering the city of Dayton. The capital stock of this company is now owned by the American Railways Co., of Philadelphia, Pa.

Capital Stock, authorized and issued, $1,100,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $150,000; dated Jan. 1, 1897, due, 1927; denom. $500, subject to call at 110 after Jan. 1, 1902; int. payable Jan. and July at at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

White Line Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Oct. 1, 1895, due 1925; denom. $500, subject to call at 110 after Oct. 1, 1900; int. payable Apr. and Oct., at office of Union Savings Bank & Trust Co., of Cincinnati, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 97 cars, of which 36 are motor cars and 61 trail cars; McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, American, Barney & Smith, Laclede and St. Louis cars.

Officers.—Pres. John A. McMahon, 1st V. Pres. H. J. Crowley, 2d V. Pres. & Gen. Man. G. B. Kerper, Sec. & Treas. C. L. S. Tingley, Asst. Sec. E. Winchet, Supt. Nelson Routzohn.

Directors.—John A. McMahon, H. J, Crowley, Geo. B. Kerper, Sam'l G. DeCoursey, J. J. Sullivan, J. S. McMahon, Eugene Winchet.

General Office, McIntire Bldg., Dayton, O.

References.—WHITE LINE STREET R. R. Co.—Description of road, Vol. X, Aug., '94, p. 507 (ill.); desription of power plant (brief), Vol. XIV, Mar., '98, p. 120.

Date of information, Feb., 1901. z

NEW CORPORATIONS.

The Dayton, Springfield & Urbana Street Railroad Co.—This road was placed in operation from Dayton to Springfield, about 26 miles, in Feb., 1900, and the road from Springfield to Urbana, about 14 miles, is now completed over private rights of way. In Mar., 1901, it was reported that negotiations were pending for the consolidation of this company with the Columbus, London & Springfield Ry. Co. and the Columbus, Buckeye Lake & Newark Traction Co.

Capital Stock, authorized and issued, $750,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Nov. 1, 1898, due 1928; denom. $1,000; int. payable May and Nov. at office of the Continental Trust Co., of New York, trustee of mortgage.

Officers.—Pres. John S. Harshman, Sec. & Treas. J. G. Webb, Gen. Man. Fred'k J. Green.

General Office, Springfield, O.

Date of information, Feb., 1901. x

Dayton, Tippecanoe & Troy Interurban Railway Co.—Chartered to construct and operate an electric railway from Troy to Dayton. Franchises over public roads and deeds for right of way over private lands have been secured. Total length, 80 miles; miles owned, 20; to be operated under agreements with Southern Ohio Traction Co. and other lines, 60 miles.

Capital Stock, $25,000.

Officers.—Pres. Theo. Sullivan, V. Pres. E. H. McKnight, Sec. & Treas. Frank Forrester, Asst. Sec. Lilbern Martin, Atty. Geo. S. Long.

Directors.—Theo. Sullivan, Geo. S. Long, E. H. McKnight, Frank Forrester, Peter Schwab, Dr. J. E. Lowes, L. Martin, S. J. Miller, Jos. Schauers.

General Office, Dayton, O.

Date of information, Jan., 1901. z

Dayton & Xenia Traction Co.—This company was incorporated in 1898, and now operates an electric railway from Dayton to Xenia, a distance of 18.25 miles, with a branch from Smithville Junction, via Bellbrook, to Spring Valley, 14 miles, the line in Dayton being double tracked—total 35 miles, of which 15 miles is over private rights of way. Consolidation with Xenia Rapid Transit Co. of Xenia is now under consideration.

Capital Stock, authorized, $500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $300,000; dated Jan. 1, 1900, due 1925; denom. $1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 70 lb. rail; 10 motor cars, Gen. Elec. generators and motors.

Officers.—Pres. C. J. Ferneding, V. Pres. Thomas T. Robinson, Boston; Sec. H. L. Ferneding, Treas. Wesley A. Kendall, Worcester, Mass.; Gen. Man. C. McGrath, Supt. C. H. Cox.

General Office, Dayton, O.

Power Station at Shaups Station, O.

Date of information, Feb., 1901. z

Dayton & Germantown Traction Co.—This company was organized to construct an electric railway connecting Dayton and Germantown. In Nov., 1900, the road was under construction.

Capital Stock, $450,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $450,000; dated Aug. 1, 1900; due 1940; denom. $1,000; coupon, but may be registered; int. payable Feb. and Aug. at office of Central Realty Bond & Trust Co., of New York, trustee of mortgage.

Officers.—Pres. & Gen. Man. J. O. Arnold, V. Pres. H. N. Reynolds, Sec. & Treas. T. C. Lindsey.

General Office, 813 So. Main St., Dayton, O.

Date of information, Feb., 1901. x

Dayton & Troy Electric Railway Co.—Incorporated in 1900 to construct an electric railway between Dayton and Troy. Entire line to be built on private right of way. In Nov., 1900, 14 miles had been graded and construction work on the entire line was well under way.

Officers.—Pres. Valentine Winters, V. Pres. & Gen. Man. H. P. Clegg, Sec. Charles B. Clegg, Treas. J. H. Winters.

General Office, 305 Reinold Bldg., Dayton, O.

Date of information, Dec., 1900. x

Dayton & Troy Traction Co.—Incorporated in 1900 to construct an electric railway from Dayton through Harrison, Union, West Milton, Pleasant Hill and Ludlow Falls to Covington, 28 miles, with a branch from Pleasant Hill to Troy, 7 miles. This company has an agreement with the People's Ry. Co., of Dayton, which allows their cars to be operated on the tracks of the People's Ry. in, and entering into the city of Dayton.

Capital Stock, authorized, $1,400,000, issued, $800,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,400,000, issued, $800,000; dated Mar. 1, 1900, due 1940; denom. $1,000; coupon, but may be registered; int. payable Mar. and Sept. at office of Produce Exchange Trust Co., of New York, trustee of mortgage.

Note.—Of $600,000 of these bonds held in treasury $300,000 may be issued for the purchase of any desirable constructed railway and $300,000 may be issued to construct new lines to the limit of 15 miles; $20,000 per mile as extensions to the present line.

Officers.—Pres. Dennis Dwyer, V. Pres. & Gen. Man. H. P. Clegg.

General Office, Dayton, O.

Date of information, Dec., 1900. x

DECATUR, ILL.

Population in 1880, 9,547, in 1890, 16,841, in 1900, 20,754.

Decatur Traction & Electric Co.—This company was organized Oct. 20, 1899 as a reorganization of the City Electric Co., chartered 1891. It is a consolidation (in 1892) of the Decatur Electric Street Ry. Co. and the Citizens' Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $250,000, issued, none; denom. $500; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 lb. to 62 lb. T and girder rail; 15 motor cars and 6 trail cars; 700 H. P. Bates and Corliss engines, Gen. Elec. and West. dynamos and motors, Pullman, St. Louis and Stephenson cars.

OFFICERS.—Pres. B. W. Campbell, (Cincinnati); Sec. Treas. & Pur. Agt. W. L. Shellabarger, Supt. C. N. Wilcoxon, Ch. Engr. & Ch. Engr. of Power Station Wm. Moore, Elecn. A. Ambule.

DIRECTORS.—B. W. Campbell, W. L. Shellabarger, D. S. Shellabarger, F. G. Roelker, Jno. P. Ernest.

GENERAL OFFICE, Decatur, Ill.

Date of information, Feb., 1901. z

DEDHAM, MASS.

Population in 1880, 6,233, in 1890, 7,123, in 1900, 7,451.

Norfolk Central Street Railway Co.—This company commenced operating on Sept. 16, 1896. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co. which on Nov. 18, 1900, was itself consolidated with the Brockton St. Ry., the capital stock of these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, issued, $60,000; dated July 1, 1898, due 1918.

OPERATION.—Year ending	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Nov. 24, 1899.
Total receipts	$16,876	$38,263	$46,689	$5,415
Operating expenses	16,535	25,640	31,120	5,804
Earnings from operation	341	12,623	15,569	*389
Deductions from earnings.				
Interest	2,339	5,821	7,430	1,098
Taxes	134	1,179	2,069	241
Other deductions		4,895	7,368	322
Net income	*2,132	728	*1,299	*2,050
Total surplus	*1,882	*1,897	*5,414	*7,465

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 83,333	$ 78,659	$108,940	$149,846	$149,849
" equipment	19,523	21,132	22,394	32,310	32,420
Other perm'nt invest	22,066	22,125	44,099	41,195	41,876
Cash and current assets	4,149	708	16,146	29,791	12,478
Materials and supplies	345			1,582	1,657
Other assets		11,863	20,745		
Profit and loss (deficit)		1,882	1,897	5,414	7,465
Total	$129,416	$136,370	$214,221	$260,139	$245,745
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 99,500	$100,000
Funded debt			60,000	60,000	60,000
Current liabilities	54,167	61,223	78,274	99,826	85,024
Accrued liabilities		146	947	813	721
Profit and loss (surplus)	249				
Total	$129,416	$136,370	$214,221	$260,139	$245,745

PLANT AND EQUIPMENT.—Miles of track (electric), 6.97; 15 motor cars, 2 snow plows; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. Geo. W. Rounds.

DIRECTORS.—John R. Graham, F. H. Smith, P. F. Sullivan, E. Rollins Morse, P. H. Saltonstall, J. H. Goodspeed, Gordon Abbott.

GENERAL OFFICE, Quincy, Mass.

Date of information, Jan., 1901. z

Norfolk Western Street Railway Co.—This company commenced operation of its road in Dedham, Westwood, Walpole, Dover and Medford, on May 9, 1899.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 1, 1899, due 1919; denom. $1,000, int. payable Feb. and Aug.

OPERATION.—Period from May 9, to Sept. 30,	1899.	1900.
Total receipts	$9,842	$23,802
Operating expenses	8,903	18,213
Earnings from operation	939	5,689
Interest	833	7,484
Taxes		797
Net income	106	*2,692
Total surplus account		*2,586

*Deficit.

BALANCE SHEET.—Dated Sept. 30,	1899.	1900.
ASSETS.		
Cost of road	$170,285	$175,472
" " equipment	26,146	27,834
Other permanent investments	48,646	49,746
Cash and current assets	52,861	4,475
Miscellaneous assets	488	915
Profit and loss (deficit)		2,586
Total	$298,426	$261,028
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	100,000	100,000
Current liabilities	97,487	60,195
Accrued "	833	833
Profit and loss (surplus)	106	
Total	$298,426	$261,028

Plant and Equipment.—Miles of track (electric), 9.45; gauge, 4 ft. 8½ in.; 13 motor cars.

Officers.—Pres. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gore, Supt. Ezra E. Savage.

Directors.—J. F. Merrill, Frederick S. Gore, J. J. Feely, J. A. Fitton, W. H. Grosse, J. E. Smith, G. W. W. Whitney.

General Office.—Westwood, Mass.

Date of information, Feb., 1901. z

DEERFIELD, N. Y.

Population in 1880, 716, in 1890, 691, in 1900, 1,012.

Deerfield & Utica Railroad Co.—Chartered May 8, 1888. Annual meeting first Monday in Oct.

Capital Stock, authorized and issued, $12,000; par value $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $12,000, issued, $11,000; dated June 1, 1893, due 1993.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$3,479	$3,097	$2,926	$3,121	3,107
Operating expenses	3,265	2,881	2,850	3,134	3,104
Earnings from operation	214	219	76	*13	3
Deduction from earnings					
Interest on funded debt due and accrued	660	660	660	660	660
Other interest	41	52	52	27	
Taxes	97	102	213	143	
Net income	*584	*597	*849	*843	
Total surplus account	*1,918	*2,515	*3,364	*4,155	*5,014

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$20,072	$20,776	$20,072	$20,072	$20,170
" equipment	3,287	3,358	3,358	3,286	3,286
Cash assets	136	256	320	86	37
Profit and loss (deficit)	1,334	1,193	2,515	3,364	4,155
Total	$24,828	$25,583	$26,264	$26,808	$27,648
LIABILITIES.					
Capital stock	$12,000	$12,000	$12,000	$12,000	$12,000
Funded debt	11,000	11,000	11,000	11,000	11,000
Bills payable	838	993	838	838	1,018
Int. on funded debt due and accrued	990	1,590	2,310	2,970	3,630
Sundries			116		
Total	$24,828	$25,583	$26,264	$26,808	$27,648

Plant and Equipment.—Miles of track (horse), 1.8; gauge, 4 ft. 8½ in.; 42 lb. flat and T rail; 10 horses, 3 cars; Stephenson cars.

Officers.—Pres. & Gen. Man. Frederick G. Weaver, Sec. & Treas. Wm. Pierrepont White.

Directors.—F. G. Weaver, Deerfield; Hugh White, Wm. P. White, Wm. E. Lewis, Jos. R. Swan, J. D. Oxner.

General Office, Utica, N. Y.

Date of information, Feb., 1901. b

DEFIANCE, O.

Population in 1880, 5,907, in 1890, 7,694, in 1900, 7,579.

Peoples Gas & Electric Co.—Successor to the Defiance Light & R. R. Co., which was chartered July, 1894, as a successor to the Defiance Light & Power Co.

Capital Stock, $150,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 4; 60 lb. T rail, 4 motor cars and 2 trail cars; Russell engines; West. dynamos and motors, Brill cars.

Officers.—Pres. Audr. & Gen. Man. W. P. Engel, V. Pres. E. A. Graham, Sec. & Treas. Z. G. Engel, Supt. & Ch. Engr. I. R. Miller, Elecn. O. John.

Date of information, Feb., 1901. d

DELAWARE, O.

Population in 1880, 6,894, in 1890, 8,224, in 1900, 9,822.

Delaware Street Railway Co.—This company is a reorganization of the Delaware Electric Street Ry. Co., which was chartered June, 1892, for 25 years. Annual meeting first Monday in June.

Capital Stock, authorized and issued, $65,000.

Funded Debt.—Unknown.

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 7 motor cars; West. dynamos and motors, Brill cars; rent power.

Officers.—Pres. B. W. Brown, Treas. F. P. Hills, Supt. G. Brown Allen.

Reference.—Receivership, Vol. XIV, Feb., '98, p. 81.

Date of information, Feb., 1901. z

DENISON, TEX.

Population in 1880, 3,975, in 1890, 10,959, in 1900, 17,000.

Denison Street & Electric Railway Co.—This company having purchased the property of the Denison Rapid Transit Ry. Co. and the Denison Street & Belt Line Ry. Co., was merged in the spring of 1900 with Sherman, Texas, St. Rys., forming with interurban extensions, the Denison & Sherman Ry. Co. of Sherman.

Date of information, Feb., 1901. z

DENNISON, O.

Population in 1880, 1,518, in 1890, 2,925, in 1900, 3,763.

The United Electric Co.—This company operates a lighting plant in Dennison and Ohrichsville.

Capital Stock, authorized, $100,000, issued, $28,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 55 lb. girder rail; 4 motor cars; Russell and West. engines, Gen. Elec. dynamos and motors, Lamokin and Wells & French cars, Chicago and Robinson trucks.

Officers.—Pres. E. R. Van Ostran, Sec. E. E. Elvin, Treas. W. H. Smith, Gen. Man. & Pur. Agt. Oliver Welsh, Elecn. Geo. King, Ch. Engr. & Ch Engr. of Power Station T. Walters.

Directors.—E. R. Van Ostran, R. F. Gardner, W. H. Smith, E. E. Elvin, C. V. McClusky, Thomas Wright, W. K. Echfeld.

General Office, Grant St.

Date of information, Jan., 1901. z

DENVER, COL.

Population in 1880, 35,629, in 1890, 106,713, in 1900, 133,859.

Denver City Tramway Co.—Chartered in Jan., 1899, for the purpose of effecting a consolidation of the Colfax Electric Ry. Co., the Denver City R. R. Co., the Denver Consolidated Tramway Co., and the West End Street Ry. Co.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—Purchase money mortgage 5 p.c. bonds, authorized and issued, $2,000,000; dated Apr. 10, 1899, due 1919; denom. $500 and $1,000; trustee of mortgage, Central Trust Co., of New York.

Denver Tramway Co.'s first mortgage 6 p. c. gold bonds, outstanding $498,000, dated July 24, 1888, due July 1, 1908; int. payable Jan. and July, at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Denver Tramway Co.'s consolidated mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $1,219,000, in escrow, to retire first mortgage bonds, $498,000; coupon, but may be registered; dated Jan. 1, 1890; due 1910; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Metropolitan Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $953,000; coupon, but may be registered; dated July 30, 1891, due Jan. 1, 1911; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

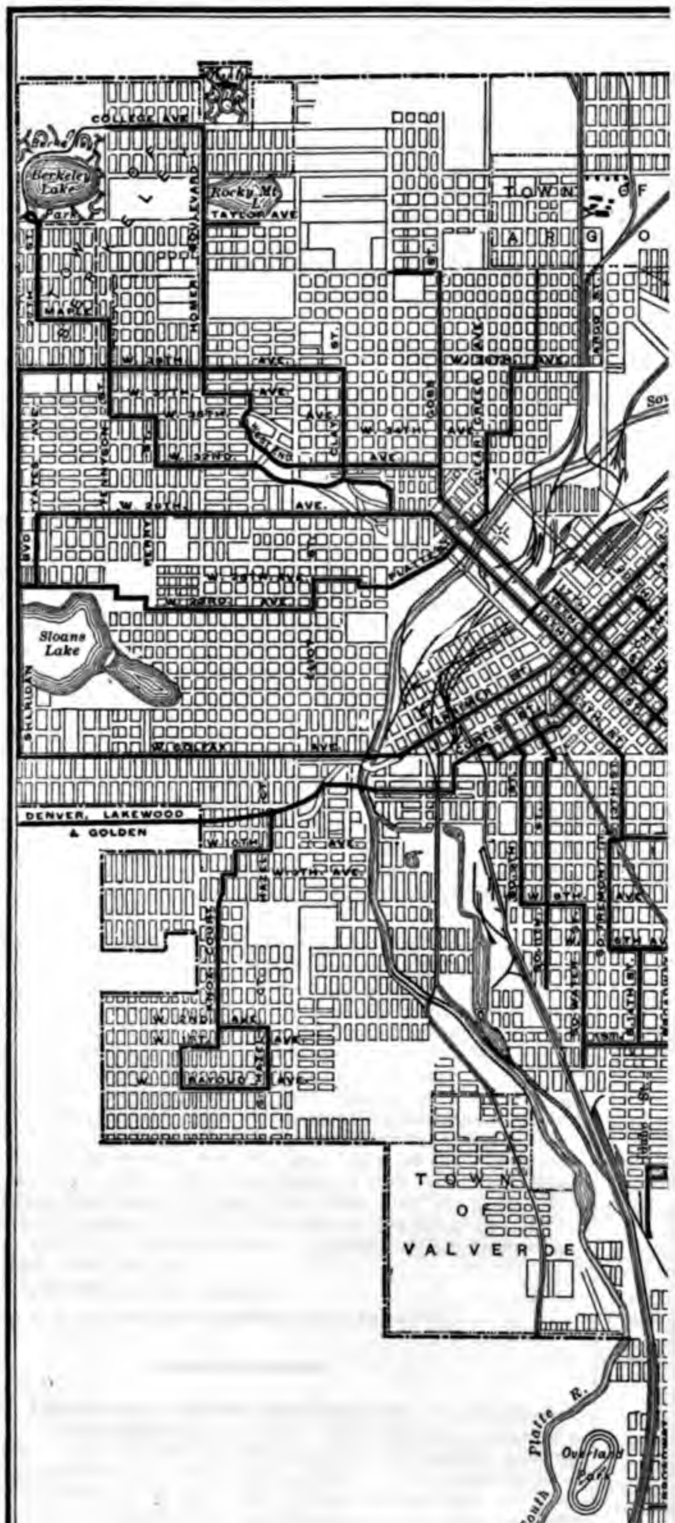
Consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,167,000 (see Note), in escrow to retire all prior liens, $2,670,000, coupon, but may be registered; dated Oct. 1, 1893, due 1933; denom. $1,000; int. payable Apr. and Oct. at offices of the company and the Mercantile Trust Co., of New York, trustee of mortgage.

Note.—$2,670,000 of the first consolidated mortgage 5 p. c. bonds are held in escrow to retire an equal amount of the bonds of the Denver Tramway Co. and the Metropolitan Ry. Co., described above. Of $1,167,000 issued and $163,000 of the bonds cannot be issued under this mortgage.

Franchises.—Blanket franchises for main system were granted Feb. 5, 1885, without time limit.

Note.—$1,486,000 of the first mortgage bonds have been issued to retire the securities of the underlying companies and $514,000 were expended in equipping the present cable lines with electricity and for other improvements.

Operation.—Year ending Dec. 31,	1899.	1900.
Receipts from passengers	$1,038,279	$1,287,335
" " other sources	11,854	14,955
" total	1,050,133	1,302,290
Operating expenses	677,049	722,451
Earnings from operation	373,084	579,839


COLLEGE AVE
Berkeley Lake Park
Rocky Mt. L.
TAYLOR AVE
BOULEVARD
MAPLE
TOWN OF ARGO
W. 38TH AVE.
W. 37TH AVE.
W. 36TH AVE.
W. 34TH AVE.
W. 32ND AVE.
WEST END
CLAY
COOK
CLEAR CREEK AVE.
W. 29TH AVE.
W. 26TH AVE.
W. 23RD AVE.
YATES AVE.
TENNYSON ST.
PERRY
SHERIDAN BVD.
Sloans Lake
W. COLFAX AVE.
CURTIS ST.
LARIMER ST.
DENVER, LAKEWOOD & GOLDEN
W. 10TH AVE.
W. 9TH AVE.
W. 8TH AVE.
W. 6TH AVE.
KNOX COURT
W. 2ND AVE.
W. 1ST AVE.
BAYAUD AVE.
TOWN OF VALVERDE
SO. TREMONT ST.
SO. WATER ST.
South Platte R.
Overland Park

DES MOINES, IA.

Population in 1880, 22,408, in 1890, 50,093, in 1900, 62,139.

Des Moines City Railway Co.—Chartered 1866, in perpetuity. Annual meeting third Wednesday in Jan. This is a consolidation (1893) of the Des Moines Street R. R. Co. and the Des Moines Suburban Ry. Co., and the company now controls all lines in the city.

Capital Stock.—Common stock, authorized, $2,750,000, issued, $1,055,000.

6 p. c. non-cumulative preferred stock, issued, $250,000.

Funded Debt, $1,205,000. as follows:

First mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $355,000, in escrow (see Note), $300,000, in treasury $1,345,000; dated May 1, 1893, due 1923; denom. $1,000; int. payable May and Nov. at office of N. W. Harris & Co., of New York, and of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Des Moines Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000, outstanding, Oct., 1901, $550,000; dated Oct. 1, 1889, due 1919, but payable after Oct. 1, 1899, at the rate of $25,000 per annum; denom. $1,000; int. payable Apr. and Oct., at Chicago and New York; trustee of mortgage, American Trust & Savings Bank, of Chicago.

Des Moines Suburban Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Nov. 1, 1890, due Jan. 1, 1921, but payable after Jan. 1, 1906, at the rate of $20,000 per annum; denom. $1,000; int. 6 p. c., payable Jan. and July, at Chemical National Bank, of New York, or at office of the Iowa Loan & Trust Co., of Des Moines, trustee of mortgage.

Note.—Of the unissued first mortgage bonds, $300,000 are in escrow to retire at maturity the Des Moines Suburban Ry. Co.'s bonds above described. No bonds are held in escrow to retire the bonds of the Des Moines Street R. R. Co. The remainder may be issued and sold for betterments, extensions and improvements, at a rate not exceeding 80 per cent. of actual cost.

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.	1899.
Gross receipts.........	$241,168	$239,511	$233,080	$254,820	$299,190
Operating expenses...	148,811	146,692	154,783	176,210	203,296
Earnings from opert'n.	92,357	92,819	78,297	78,610	95,894

Plant and Equipment.—Miles of track, 39.5; gauge, 4 ft. 8½ in.; 45 lb. to 62 lb. T and girder rail; 54 motor cars; Sioux City and Lane & Bodley engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. J. S. Polk, Sec. A. G. Maish, Treas. & Gen. Man. Geo. B. Hippee, Ch. Engr. of Power Station J. S. Goodrell, Supt. W. G. Owens.

General Office, 607 Mulberry St., Des Moines, Ia.

Date of information, Feb., 1900. z

DETROIT, MICH.

Population in 1880, 116,340, in 1890, 205,876, in 1900, 285,704.

Detroit United Railway Co.—This company was organized in 1900 to effect consolidations of electric strect railways, and to own and construct new lines in the city of Detroit, and has obtained ownership (through the Citizen's Traction Co.) of the Detroit Citizens Street Ry. Co., the Detroit Electric Ry. and the Detroit, Fort Wayne & Belle Isle Ry. Co.

Capital Stock, authorized and issued, $12,500,000; par value $100 per share.

Funded Debt.—$11,000,000, as follows. The company has no funded indebtedness of its own, but assumes the prior liens of its constituent companies (which see for detailed description).

Officers.—Pres. H. A. Everett, V. Pres. & Treas. J. C. Hutchins, Sec. J. F. Van Name, Asst. Sec. & Pur. Agt. A. E. Peters, Consulting Engr. A. B. du Pont, Audr. Irwin Fullerton, Supt. Motive Power Thomas Farmer, Supt. Transportation Albert H. Stanley, Supt. roadway, E. J. Dunne.

Directors.—H. A. Everett, J. C. Hutchins, E. W. Moore, A. B. du Pont, R. A. Harman, A. E. Peters, H. B. VanCortlandt, Arthur Pack.

General Office, 12 Woodward Ave., Detroit, Mich.

Date of information, Feb., 1901. x

For map of road see page 85.

Detroit Citizens' Street Railway Co.—Chartered 1891, for 30 years. This company purchased in 1891 the property and franchises of the Detroit City Ry. Co., the Grand River Street Ry. Co. and the Hamtramck & Grosse Point Ry. Co. The company owns the entire capital stock of the Highland Park Ry.Co., the Detroit Suburban Ry. Co., the Detroit Electric Ry. Co. and the Fort Wayne & Belle Isle Ry. Co., and operates these four properties under lease. A controlling interest in the capital stock of this company is owned by the Detroit United Railway Co.

Capital Stock, authorized, $2,000,000, issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $3,000,000, issued, $1,100,000, in escrow (see Note), $1,150,000, in treasury, $750,000; dated Oct. 1, 1891, due 1901; int. payable Apr. and Oct.; trustee of mortgage, Washington Trust Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized $7,000,000; issued, $4,335,000; in escrow, $2,665,000; dated July 1, 1895, due 1905; int. payable Jan. and July; trustee of mortgage, New York Security & Trust Co., of New York.

*Detroit City Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

*Grand River Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $150,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

Detroit Suburban Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $275,000; dated Nov. 1, 1892, due 1902; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Detroit.

Highland Park Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $250,000, issued, $140,000; dated Jan. 1, 1893, due 1908; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Detroit.

Note.—$1,150,000 of the first mortgage bonds are held in escrow to retire the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co., above described; $2,665,000 of its consolidated mortgage are held in escrow to retire prior liens.

*The company has the privilege of extending the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co. to 1905, subject to call at 60 days notice.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Gross receipts.........	$1,040,545	$1,102,250	$1,196,487	$1,367,184
Operating expenses....	602,806	565,348	61,594	684,801
Earnings from opert'n.	437,739	536,901	584,893	682,383
Fixed charges........	350,000	350,000	350,000	350,000
Net income...........	87,739	186.901	234,893	332,333

Plant and Equipment.—Miles of track (electric), 101; gauge, 4 ft. 8½ in.; 95 lb. to 98 lb. T, tram and girder rail; 575 cars, of which 275 are closed motor cars and 300 open motor cars; Allis engines, Siemens & Halske dynamos, Steel motors, Brill, Jones and Stephenson cars.

Officers.—Pres. Tom L. Johnson, V. Pres. & Treas. J. C. Hutchins, Sec. A. E. Peters, Asst. Sec. J. F. Van Name, Supt. A. H. Stanley, Mech. Engr. Thos. Farmer,, Jr.

Directors.—Tom L. Johnson, Jas. M. Edwards, J. F. Van Name, M. Brennan, A. E. Peters, A. B. du Pont, J. C. Hutchins.

General Office, 12 Woodward Ave., Detroit, Mich.

References.—Annual tax report, Vol. IX, Mar., '93, p. 197; franchise, Vol. IX, July, '93, p. 450; franchise decision, Vol. X, Dec., '94, p. 795; description of road, Vol. XI, Sept., '95, p. 559 (ill.); description of illuminated signs (brief), Vol. XII, May, '96, p. 287 (ill.); tally-ho cars, Vol. XVI, June 30, '00, p. 598; assessors valuations, Vol. XVI, July 14, '00, p. 666.

Date of information, Feb., 1901. x

Detroit Electric Railway.—Chartered in 1896 as the successor, by purchase, to The Detroit Railway. The Detroit Citizens' Street Ry. Co. formerly owned the capital stock of this company, and operated the road under lease, and it is now controlled by the Detroit United Railway Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—Detroit Ry. Co.'s first mortgage 5 p. c. gold bonds, $1,800,000; coupon, but may be registered; dated 1895, due 1912-1924; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Cleveland Trust Co.

Consolidated mortgage 5 p. c. gold bonds, authorized, $2,800,000, issued, $1,000,000, in escrow (see note), $1,800,000; coupon, but may be registered; dated June, 1896, due 1916; denom. $1,000; int. payable June and Dec., at office of Cleveland Trust Co., trustee of mortgage.

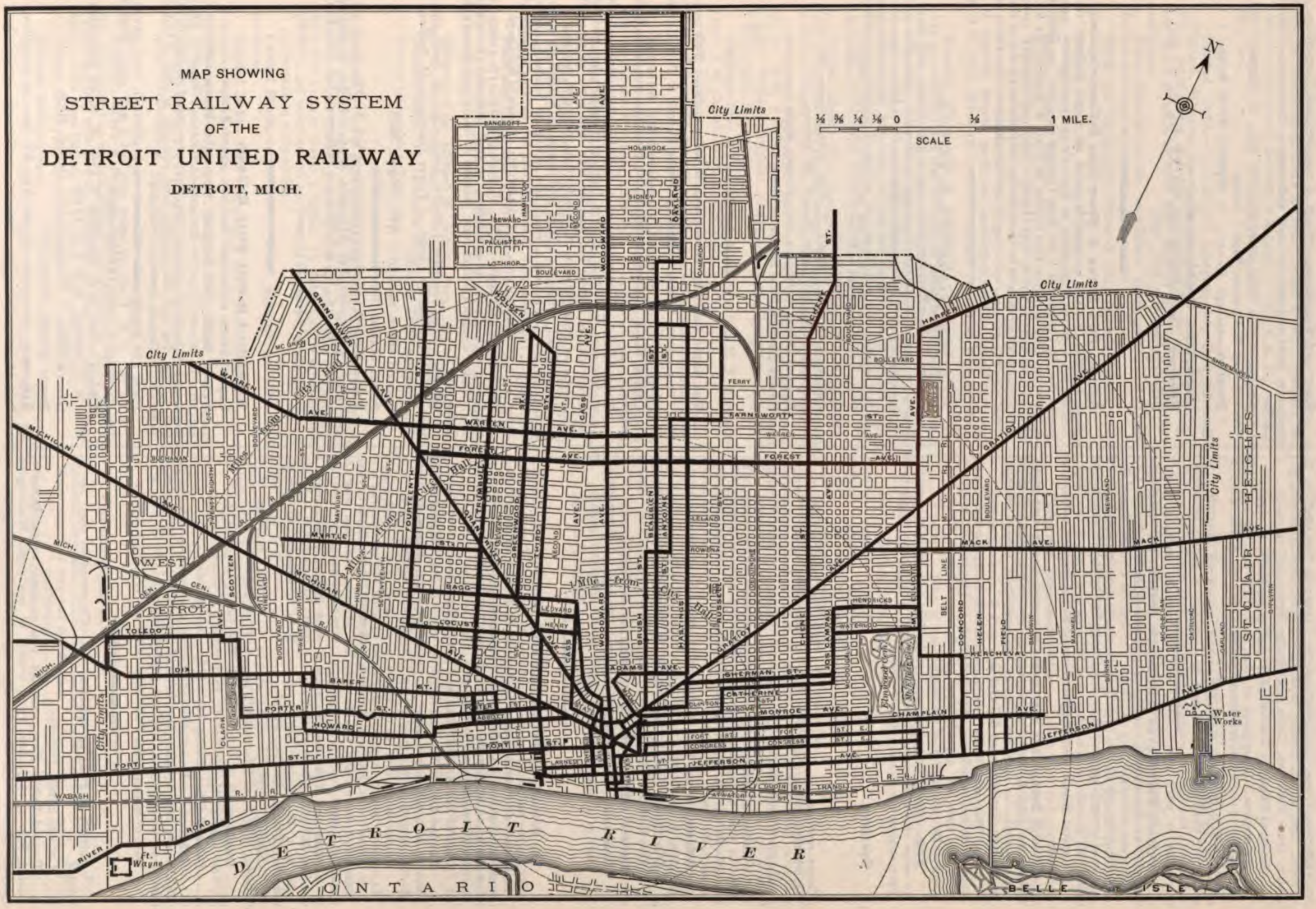
Note.—First mortgage bonds numbers 1 to 600 mature in order of numbers, at $50,000 per annum, commencing Dec. 12, 1912; numbers 601 and above mature Dec. 1, 1924. Bonds numbered 1,801 and above will be passed to sinking fund. First mortgage bonds may be redeemed at 103 on Dec. 1, 1898.

$1,800,000 of the consolidated mortgage bonds are held in escrow to retire first mortgage bonds of that amount.

Franchises.—This company owns municipal franchises which were granted in Dec., 1894, for 30 years.

Operation.—Year ending Dec. 31,	1897.	1898.	10 months ending Oct 31, 1899.	10 months ending Oct. 31, 1900.
Gross receipts............	$394,213	$401,179	$369,100	$445,851
Op'g exp. (includ. taxes)...	265.802	266,777	241,328	321,264
Earnings from operation ...	128,411	134,402	127,772	134,587

Plant and Equipment.—Miles of track (electric), 62; gauge, 4 ft. 8½ in.; 85 lb. rail; 75 motor cars; 3,000 H. P. engines, 3,000 H. P. dynamos; Allis engines, Stirling boilers, Walker dynamos, West. motors, St. Louis and Kuhlman cars, Brill trucks.



MAP SHOWING
STREET RAILWAY SYSTEM
OF THE
DETROIT UNITED RAILWAY
DETROIT, MICH.

Officers.—Pres. J. C. Hutchins, Sec. Treas. & Pur. Agt. A. E. Peters, Supt. A. H. Stanley, Supt. Machinery Thomas Farmer, Jr., Audr. Irwin Fullerton, Claim Agt. Walter Ross.

General Office, 12 Woodward Ave. Detroit, Mich.

References.—Description of road, Vol. XII, Jan. '96, p. 1 (ill.); description of track construction, Vol. XIII, Apr., '97, p. 224; description of track, Vol. XV, Feb., '99, p. 88 (ill.).

Date of information, Feb., 1901. x

Detroit, Fort Wayne & Belle Isle Railway Co.—Chartered in 1898 as the successor to the Ft. Wayne & Belle Isle Ry. Co., which was chartered May 23, 1892. The Detroit Citizens' Street Ry. Co. formerly owned the capital stock of this company and operated the road under lease, and it is now controlled by the Detroit United Railway Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,200,000, issued, $855,000; in escrow (see Note), $345,000; dated Apr. 1, 1898, due 1927; int. payable Apr. and Oct.; trustee of mortgage, New York Security & Trust Co.

Fort Wayne & Belle Isle Ry. Co's. first mortgage 6 p. c. gold coupon bonds, authorized, $400,000, issued, $345 000; dated Oct. 1, 1892, due 1902; int. payable Apr. and Oct., at office of Union Trust Co., of Detroit, trustee of mortgage.

Note.—Of the first mortgage bonds, $345,000 are held in escrow to retire the underlying bonds, described above, and which have been subject to call since Oct. 1, 1897.

Operation.—	Year ending Dec. 31, 1898.	10 mos. ending Oct. 31, 1899.	10 mos. ending Oct 31, 1900.
Gross receipts........................	$184,228	$173,459	$197,893
Operating expenses....................	109,789	99,577	132,895
Earnings from operation..............	74,439	73,882	64,998

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 91 lb. and 98 lb. girder grooved rail; 81 cars, of which 35 are motor cars and 46 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. J. C. Hutchins, V. Pres. J. M. Edwards, Sec. & Treas. A E. Peters.

Directors.—Tom. L. Johnson, J. M. Edwards, M. Brennan, A. B. duPont, H. A. Everett.

General Office, 12 Woodward Ave., Detroit, Mich.

Reference.—Description of road, Vol. IX, Oct.,'93, p. 668 (ill.).

Date of information, Feb., 1901. x

The Detroit, Ypsilanti & Ann Arbor Railway.—Organized in 1897, as the successor to the Ann Arbor & Ypsilanti Electric Ry. Co. This company owns an electric railway from Detroit to Ann Arbor, and from Ypsilanti to Saline, and a city system in Ann Arbor, and has made an agreement whereby it uses the tracks of the Detroit Citizens' Street Ry. in Detroit.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $600,000; dated Nov. 1, 1897, due 1917; denom. $500 and $1,000; trustee of mortgage Union Trust Co., of Detroit, Mich.

Consolidated first mortgage 6 p. c. gold bonds authorized, $1,000,000, issued, $330,000; in escrow to retire the outstanding first mortgage bonds, $600,000; in treasury, $70,000; dated Feb. 1, 1899, due 1924; denom. $500 and $1,000; int. payable Feb. and Aug. at office of United Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 54; gauge, 4 ft. 8½ in.; 77 lb. girder and 70 and 75 lb. T rail; 32 motor cars; six 450 H. P. W. Church Kerr engines, West. dynamos and motors, Barney & Smith cars and trucks.

Officers.—Pres. James D. Hawks, V. Pres. & Ch. Engr. M. J. Griffin, Sec. F. A. Hinchman, Treas. S. F. Angus.

Directors—S. F. Angus, H. T. Thurber, J. D. Hawks, M. J. Griffin, George M. Crocker, O. Bingham, C. E. Glass.

General Office, Union Trust Bldg., Detroit, Mich.

References.—Description of booster system, Vol. XIV, Sept., '98, p. 551 (brief); description of road, Vol. XV, Jan., '99, p. 1 (ill.); increase of bonds, Vol. XV, Mar., '99, p. 68.

Date of information, Feb., 1901. z

Detroit & Pontiac Railway Co.—Chartered in 1897, for 30 years.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $500,000; dated Feb. 1, 1897, due, 1922; trustee of mortgage, Washington Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 33; gauge 4 ft. 8½ in.; 56 lb. T rail; 17 cars, of which 13 are motor cars and 4 trail cars; West. engines, dynamos and motors, Kuhlman cars, Brill trucks.

Officers. — Pres. George Hendrie, V. Pres. S. Baldwin, Sec. Treas. & Man. S. Hendrie, Supt. J. Busby.

Directors.—George Hendrie, S. Baldwin, F. A. Baker, J. C. Donnelly, S. Hendrie.

General Office, Birmingham, Mich.

Reference.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Feb., 1901. z

Detroit, Port Huron & Shore Line Railway Co.—Incorporated in May 1900, as a consolidation of the Rapid Railway, the Detroit, Mt. Clemens & Marine City Ry., (with its constituent companies the Mt. Clemens & Lake Side Traction Co., and the Detroit & River St. Clair Ry.) the Port Huron, St. Clair & Marion City Ry. and the City Electric Ry. of Port Huron. The new company owns the capital stock of each of its constituents, and will be known as the Rapid Railway System, operating all the electric lines in Mt. Clemens and Port Huron, and the interurban line from Detroit through Mt. Clemens, New Baltimore, Algonac, Marine City and St. Clair, to Port Huron.

Capital Stock, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,200,000; in escrow to retire prior liens, $800,000; in treasury for future improvements $500,000; dated July 1, 1900, due, 1950; denom. $1,000; coupon but may be registered, int. payable Jan. and July at office of Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track, (electric) 73; gauge, 4 ft. 8½ in.; 70 lb. rail; 50 motor cars.

Officers.—Pres. C. J. Reilly, V. Pres. Albert Nixon, Sec. L. W. Jenks, Treas. C. M. Swift, Gen. Man. F. W. Brooks.

General Office, 29 Monroe Ave., Detroit, Mich.

Power Station, New Baltimore, Mich.

Date of information, Jan., 1901. d x

The Rapid Railway Co.—Chartered Mar. 1, 1894. This company has a traffic agreement with the Detroit Citizens' Street Ry. Co. This system is now controlled by the Detroit & Port Huron Short Line Ry. Co.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Mar. 1, 1895, due 1915; coupon, but may be registered; denom. $1000; int. payable Mar. and Sept. at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Consolidated mortgage, 5. p. c. gold bonds, authorized, $600,000, issued, $300,000; in escrow to retire first mortgage bonds, $300,000; dated May 1, 1896, due, 1916, denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 22 motor cars, 10 trail cars and 16 freight cars; Walker dynamos and motors, Jackson & Sharp and Barney & Smith cars.

Officers.—Pres. Cornelius J. Reilly, Treas. Chas. M. Swift, Gen. Man. F. W. Brooks, Ch. Engr. of Power Station James Anthony, Gen. Foreman W. G. Holmes.

General Office, 29 Monroe Ave., Detroit, Mich.

Power Station, New Baltimore, Mich.

References.—Description of road (brief), Vol. XI, May,'95, p. 327; description of new cars, Vol. XII, July, '96, p. 432 (ill.); description of road, Vol. XV, Jan., '99, p. 1 (ill.); new equipment, Vol. XVI, Feb. 3, '00, p. 119 (ill.).

Date of information, Feb., 1901. d x

Wyandotte & Detroit River Railway.

Capital Stock, authorized, $250,000, issued, $200,000.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $425,000; in escrow (to retire $200,000 now outstanding of a prior mortgage), $200,000; in treasury for improvements, $225,000; dated Dec. 1, 1898, due 1918; int. payable June and Dec. at office of Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 motor cars and 4 trail cars; Phœnix engines, West. dynamos, Lorain motors.

Officers.—Pres. J. C. Hutchins, V. Pres. A. B. du Pont, Gen. Man. W. C. Hopper, Supt. F. C. Lewis.

General Office, 12 Woodward Ave., Detroit, Mich.

Power Station, Ercose, Mich.

Reference.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Nov., 1900. x

Detroit, Lake Shore & Mt. Clemens Railway.—Chartered in 1897, to build an electric railway from Detroit to Mt. Clemens. This road was placed in operation Oct. 1, 1898. On Apr. 1, 1900, the property was sold to the Detroit & Lake St. Clair R.R. Co., which is now operating it. The bonds described below are to be retired by May 1901.

Capital Stock, $300,000.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $350,000; issued, $90,000; held in escrow, $260,000 (see Note); dated May 2, 1898, due 1928; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$260,000 of the consolidated mortgage are held to retire the first mortgage at maturity, July 1, 1927.

Plant and Equipment.—Miles of track (electric) owned, 17.97; trackage rights, 8.5; 10 motor cars.

Officers.—Pres. M. Mills, V. Pres. & Audr. T. E. Gaghan, Sec. Thomas N. Fordyce, Treas. F. T. Ranney.

General Office, Detroit, Mich.

References.—Description of motor car, Vol. XIV, Sept., '98, p. 557 (ill.); description of road, Vol. XV, Jan., '99 (ill.).

Date of information, Feb., 1901. z

Detroit, Plymouth & Northville Railway.—This company was incorporated May 28, 1898, to construct an electric railway from Wayne extending through Tonquish, Plymouth and Waterford to Northville. The road connects at Wayne with the lines of the Detroit, Ypsilantl & Ann Arbor Electric Ry. Co., and was placed in operation Mar., 1899.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $150,000; dated June 1, 1898, due May 1, 1918; denom. $100 and $500 each; int. payable at office of Union Trust Co., Detroit, Mich., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 73 lb. T rail; 4 motor cars; 675 H. P. station plant; Russell engines; Siemens & Halske generators; Gen. Elec. motors; Jackson & Sharp cars; Dupont trucks.

Officers.—Pres. & Gen. Man. J. A. Russell, Sec. H. P. Wickham, Treas. J. H. Cullen, Supt. T. E. Griffin.

Date of information, Mar., 1901. z

Detroit & Northwestern Railway Co.—Incorporated Mar. 15, 1899. This company has purchased the Grand River Electric R. R. and the Pontiac & Sylvan Lake Ry. Commenced operation of the line to Sand Hill, Farmington and Northville, May 28, 1900.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $900,000; dated May 1, 1899, due 1919; int. payable May and Nov., at the office of the Union Trust Co. of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 70 lb. T rail; 20 motor cars and 4 trail cars; 3-400 K. W. direct S. & H. generators, 3-650 H. P. Allis engines, West. motors, Kuhlman & Jewett cars.

Officers.—Pres. Edward W. Voigt, Pres. (pro tem.) & Treas. Hoyt Post, Sec. & Gen. Man. N. W. Goodwin, Audr. Charles Gifford.

General Office, 717 Hammond Building, Detroit, Mich.

Date of information, Feb., 1901. x

Detroit, Utica & Romeo Railway.—Organized in 1898, to construct an electric railway connecting Detroit, Warren, Utica, Disco, Washington and Romeo, 33 miles, with branches east to Macomb, 4 miles, and north to Davis, 2 miles. In Feb., 1901, 7 miles were in operation and construction work on the remainder of the line was to be commenced in early spring.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized $750,000, issued, $100,000.

Officers.—Pres. George B. Davis, V. Pres. Elliott G. Stevenson, Sec. & Treas. Frank D. Andrus.

General Office, 619 Hammond Building, Detroit, Mich.

Date of information, Feb., 1901. z

Pontiac, Orion & Detroit Railway Co.—Incorporated May, 1900, to construct an electric railway from Pontiac to Orion and Oxford, connecting with Detroit, Rochester & Flint Ry., making direct route to Flint from Detroit, via Pontiac, Orion and Oxford.

Capital Stock, authorized, $200,000.

Funded Debt.—None.

Officers.—Pres. George E. Fisher, V. Pres. Chas. W. Ryan, Sec. O. D. Chase, Treas. Frank Howard, Atty. Michael Brennan.

Directors.—George E. Fisher, O. D. Chase, Frank Howard, Michael Brennan, Detroit; Charles W. Ryan, Toledo, O.

General Office, Detroit, Mich.

Date of information, Jan., 1901. z

Detroit, Rochester, Romeo & Lake Orion Railroad Co.—This company placed in operation in 1899 an electric railway connecting Detroit with Royal Oak, Rochester, Romeo, Oxford and Ortonville, about 40 miles. Extensions from Ortonville to Flint, 20 miles, and from Romeo to Almont, 10 miles, are under construction.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $600,000; dated July 1, 1899, due 1919; denom. $500 and $1,000; int. payable Jan. and July, at office of the Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 90; in operation, 42; under construction, 48; gauge. 4 ft. 8½ in.; 56 lb. T rail; 15 motor cars; 3-600 K. W. generators, 850 H. P. station plant; Ball & Wood engines, West motors, Kuhlman cars.

Officers.—Pres. & Gen. Man. J. Winter, V. Pres. & Sec. O. H. Lau, Treas. F. C. Andrews, Pur. Agt. F. J. McMurkrie, Supt. G. R. Johnson, Rochester, Mich.; Ch. Engr. L. B. Wilson, Elecn. W. R. Ray.

Directors.—John Winter, Oliver H. Lau, Frank C. Andrews.

General Office, 1201 Chamber of Commerce, Detroit, Mich.

Power Station, Rochester, Mich.

Date of information, Feb., 1901. z

DOVER, DEL.

Population, in 1890, 3,061, in 1900, 3,329.

Delaware General Electric Railway Co.—This company was incorporated in Aug., 1899, to construct an electric railway extending from Milford via Dover to Smyrna, with an extension to Bombay Hook on Delaware Bay, a total distance of 45 miles. It is the purpose of the company to carry freight and passengers, opening up this section for the gardening and market interests. Construction work was commenced on Feb. 22, 1900, and the road was partially in operation by June 1.

Capital Stock, authorized, $900,000; par value, $50 per share.

Plant and Equipment.—Miles of track (electric) in operation, 12; proposed extensions, 30; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 motor cars, 400 H. P. engine, Gen. Elec. motors, St. Louis cars.

Officers.—Pres. Leo. Belmont, Sec. Wm. Graham, Treas. Morris Bernheimer.

General Office, Dover, Del.

Date of information, Mar., 1900. x

DOVER, N. H.

Population, in 1880, 11,687, in 1890, 12,790, in 1900, 13,207.

Union Electric Railroad.—This company is a reorganization of the Union Street Ry. Co., whose property was sold at auction on Aug. 8, 1896. In Nov., 1900, this property was sold to the Exeter, Hampton & Amesbury Street Ry. Co., of Exeter, N. H., and an extension of 10 miles to East Rochester was to be built.

Capital Stock, $100,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $100,000; due Feb. 15, 1917.

Operation.—Year ending June 30,

	1895.	1896.	1898.	1899.
Receipts from passengers	$27,913	$29,628	$33,061	$32,807
" other sources	988	857	1,636	3,685
" total	28,901	30,485	34,697	36,492
Operating expenses	24,472	29,370	21,195	24,699
Earnings from operation	4,429	1,115	13,502	11,793
Deductions from earnings.				
Interest on bonds			2,500	5,000
Taxes		155	348	177
Net income	4,429	960	10,654	6,616
Total surplus account	22,945	17,372	17,315	21,860
Per cent op. exp. to total receipts.	85	96	61.0	67.4

Figures for 1897 are omitted owing to reorganization.

OPERATING EXPENSES.

Year ending June 30,

	1896.	1898.	1899.
General expenses	$13,473	$ 2,951	$ 2,911
Maintenance of way and buildings	4,529	2,260	1,760
" " equipment	3,591	1,803	2,588
Transportation expenses	7,777	14,181	17,440
Total	$29,370	$21,195	$24,699

STATISTICS OF TRAFFIC.

Year ending June 30,

	1898.	1899.
Passengers carried	661,200	693,430
Car miles run	192,075	193,000
Total receipts per car mile	$.180	$.188
Operating expenses per car mile	.110	.127

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1898.	1899.
Construction and equipment	$219,866	$223,066	$208,919	$225,812
Land and buildings	46,025	46,025	3,618	
Cash and cash assets	4,428	960	7,707	1,026
Material and supplies	690	690	900	1,100
Total	$271,009	$270,741	$221,144	$227,938
LIABILITIES.				
Capital stock	$150,000	$150,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Current liabilities	2,563	3,369	2,891	4,203
Other liabilities			938	1,875
Profit and loss (surplus)	18,446	17,372	17,315	21,860
Total	$271,009	$270,741	$221,144	$227,938

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and 70 lb. girder rail; 19 motor cars; Gen. Elec. dynamos, West. motors; Newburyport cars. Rent power.

OFFICERS.—Pres. Wallace D. Lovell, Boston; V. Pres. Geo. E. Wallace, Rochester, N. Y.; Sec. L. P. Snow, Rochester, N. Y.; Treas. A. H. Pride, Boston; Supt. A. H. McReel, Exeter; Asst. Supt. James E. Winn, Somersworth.

DIRECTORS.—Wallace D. Lovell, George E. Wallace, A. H. Pride, A. H. McReel, R. N. Elwell.

Date of information, Feb., 1901. x

DOYLESTOWN, PA.

Population in 1880, 2,070, in 1890, 2,519, in 1900, 2,900.

Doylestown & Willow Grove Railroad Co.—This company is a reorganization of the Bucks County Ry. Co., which was chartered Aug. 3, 1894 and sold at foreclosure sale, Mar. 14, 1900. This company's line extends from Doylestown to Willow Grove, 12 miles, and there connects with the lines of the Union Traction Co.,of Philadelphia.

CAPITAL STOCK, authorized and issued, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated 1900, due 1930; denom. $1,000; int. payable at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 4 ft. 8½ in.; 60 lb. rail; 11 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. George D. Widener, V. Pres. C. R. Weaver, Sec. & Treas. Alex. Rennick, Philadelphia; Gen. Man. & Supt. S. G. Moore, Willow Grove; Ch. Engr. Robert Guyon, Elecn. E. Cayne. Supt. S. G. Moore.

GENERAL OFFICE, 1006 Land Title Building, Philadelphia.

SUPT'S. OFFICE, Willow Grove, Pa.

POWER STATION, Neshaminy, Bucks Co., Pa.

Date of information, Feb., 1901. z

DU BOIS, PA.

Population in 1880, 5,718, in 1890, 6,149, in 1900 (local estimates), 10,000.

Du Bois Traction Co.—This company is a reorganization on June 9, 1898, of the Du Bois Traction Passenger Railway Co. Chartered Apr. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $17,500; par value, $50 per share.

FUNDED DEBT, $17,000.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.	1898.	1899.	1900.
Gross receipts	$7,314	$6,698	$6,178	$4,662	$6,970	$8,156
Operating expenses	6,736	6,285	7,718	4,558	6,560	6,104
Earnings from oper.	578	413	*1,540	104	41	2,052
Deductions from earnings.						
Interest						1,020
Taxes						88
Net income						944

* Deficit.

NOTE.—Owing to litigation, no report for 1896-'97 was obtainable.

BALANCE SHEET.—Dated June 30.

ASSETS.	1899.	1900.
Cost of road	$27,542	$27,741
Cost of equipment	9,229	9,248
Material and supplies	104	21
Cash	490	1,836
Open accounts	274	
Total	$37,639	$38,846
LIABILITIES.		
Capital stock	$17,500	$17,500
Funded debt	17,000	17,000
Accounts payable	2,729	2,992
Profit and loss (surplus)	410	1,354
Total	$37,639	$38,847

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 4 motor cars; McEwen and Ball engines, West. and Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. J. E. DuBois, Sec. & Treas. M. I. McCreight, Supt. F. H. Hetfield, Elecn. & Pur. Agt. J. Q. Anderson.

DIRECTORS.—J. E. DuBois, Wm. Osbourn, F. W. Hetfield, J. H. McEwen, L. M. Truxall, W. C. Pentz, M. I. McCreight.

GENERAL OFFICE, DuBois, Pa.

Date of information, Jan., 1901. z

DUBUQUE, IA.

Population in 1880, 22,254, in 1890, 30,311, in 1900, 36,297.

Union Electric Co.—Incorporated in 1900 as a consolidation of the Star Electric Co., the Home Electric Co. and the Dubuque Street Ry. Co. (certificate filed Aug. 17), constituting the electric light and street railway properties of the city of Dubuque, having three power stations and city lighting contract.

CAPITAL STOCK.—Common, $500,000, 5 p. c. cumulative preferred, $500,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 31 motor cars and 17 trail cars; Sioux City engines, Edison 200 K. W. generators, West and Gen. Elec. motors, Brill, St. Louis and own cars.

OFFICERS.—Pres. F. D. Stout, V. Pres. S. W. Molo, Sec. E. A. Engler, Treas. G. W. Kiesel, Gen. Man. & Pur. Agt. W. J. Brown.

GENERAL OFFICE, Dubuque, Ia.

Date of information, Feb., 1901. z

Star Electric Co.—This company was consolidated into the Union Electric Co., Aug. 17, 1900.

Date of information, Feb., 1901. z

Home Electric Co.—This company was consolidated into the Union Electric Co., Aug. 17, 1900.

Date of information, Feb., 1901. z

DULUTH, MINN.

Population in 1880, 838, in 1890, 33,115, in 1900, 52,969.

Duluth-Superior Traction Co.—Incorporated in Connecticut in June, 1900, as a consolidation of the Duluth Street Ry., the Lakeside Street Ry. and the Superior Rapid Transit Ry. Co. of West Superior, Wis. The securities of the constituent companies were retired, but the corporate existence of the Duluth Street Ry. Co. is to be maintained, all of its capital stock being owned by the new company. The new company has a traffic agreement with the Duluth-Superior Bridge Co., at West Superior, and commenced operating all the electric railways in both cities on Aug. 13, 1900.

Capital Stock.—Common, authorized and issued, $3,500,000; preferred 4 p. c. cumulative, authorized, $1,500,000, issued, $1,300,000; par values, $100 per share.

Funded Debt.—Duluth Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,000,000; coupon, but may be registered; dated May 1, 1900, due 1930; denom. $1,000; int. payable May and Nov., at office of Central Trust Co. of New York, trustee of mortgage.

Note.—$5,000,000 of these bonds are held in treasury for future improvements. The mortgage covers all the properties of the Duluth-Superior Traction Co., they having first been conveyed to the Duluth Street Ry. Co.

Operation.—Of Duluth Street Ry. only for year ending June 30,

	1897.	1898.	1899.	1900.
Gross earnings	$202,031	$201,840	$205,856	$266,956
Op. exp., incl'dg taxes and all other fixed charges, except int.	110,155	103,419	103,663	139,626
Earnings from operation	$91,876	$98,421	$102,193	$127,330

Plant and Equipment.—Miles of track (electric), 73; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. girder and T rail; 100 motor cars, Allis engines, Gen. Elec. and West. dynamos and motors, Laclede and Northern cars.

Officers.—Pres. C. G. Goodrich, Sec. & Treas. L. Mendenhall, Audr. S. L. Reichert, Gen. Man. H. Warren, Ch. Engr. J. Carson.

General Office, 1108 No. Michigan St., Duluth, Minn.

Power Stations, Duluth, Minn., and West Superior, Wis.

References.—Systems consolidated, Vol. XVI, Aug. 25, '00, p. 781.

Date of information, Feb., 1901. d x

Duluth Street Railway Co.—Chartered Oct. 25, 1881, in perpetuity; franchise granted Nov. 17, 1881; road opened Nov. 1, 1882. This company operated the property of the Motor Line Improvement Co. and the Lakeside Ry. Co., until in July, 1898, it was placed in the hands of a receiver, and on Aug. 13, 1900, was consolidated with the Duluth-Superior Traction Co.

References.—Description of road, Vol. VII, Feb., '91, p. 64 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Feb., 1901. d x

Interstate Traction Co.—This company is a reorganization of the Minnesota Point Street Railway, chartered June, 1887, for 50 years. Annual meeting Apr. 15th. This company recently equipped its lines with electricity.

Capital Stock, authorized, $50,000, issued, $20,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $20,000; dated May, 1899, due 1919; denom. $500; int. payable May and Nov. at office of St. Paul Title & Trust Co., of St. Paul, Minn., trustee of mortgage.

Operation.—Year ending Oct. 31,	1899.	1900.
Total receipts	$5,255	$8,640
Operating expenses	2,913	6,445
Earnings from operation	2,342	2,195
Deductions from earnings.		
Interest	900	1,242
Net income	1,442	953

Balance Sheet.—Dated Oct. 31,

ASSETS.	1899.	1900.
Cost of road and equipment	$35,309	$36,692
Real estate		4,353
Cash	1,142	294
Total	$36,451	$41,339
LIABILITIES.		
Capital stock	$20,000	$20,000
Funded debt	16,000	20,000
Profit and loss (surplus)	451	1,339
Total	$36,451	$41,339

Plant and Equipment.—Miles of track (electric), 3.50; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 motor cars and 4 trail cars; power purchased.

Officers.—Pres. and Gen. Man. Robert R. Dunn, V. Pres. H. O. Underwood, Sec. & Treas. A. W. Hartman.

Directors.—Robert R. Dunn, H. O. Underwood, O. C. Hartman, A. W. Hartman, C. F. Hartman.

General Office, 216 West Superior St., Duluth, Minn.

Date of information, Jan., 1901. z

Woodland Railway Co.—This company is the successor to the Motor Line Improvement Co., having purchased their property at foreclosure sale. This road is operated by the Duluth Street Ry. Co.

Capital Stock.—Common, authorized, $10,000, issued, $5,500. Preferred 5 p. c. class "A" authorized, $5,000, issued, $1,795. Preferred 3 p. c. class "B" authorized, $25,000, issued, $23,200; par value, all shares, $10 per share.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Laclede cars.

Officers.—Pres. T. W. Hoopes, Sec. James Bardon, Treas. R. M. Hunter.

General Office, 11th Ave. West & Michigan St., Duluth, Minn.

Date of information, Feb., 1901. z

DUNKIRK, N. Y.

Population in 1880, 7,248, in 1890, 9,416, in 1900, 14,346.

Dunkirk & Point Gratiot Traction Co.—Charter and franchise granted in 1899 for 99 years. The road was placed in operation July 20, 1900, and is operated as a summer road only. Annual meeting May 1 each year.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $55,000; dated July 1, 1900, due 1930; denom. $500; int. payable Jan. and July, at office of N. Y. Security & Trust Co., of New York City, trustee of mortgage.

OPERATION.—Year ending Oct. 31, 1900.

Receipts from passengers	$6,136
Operating expenses	2,919
Earnings from operation	3,217
Deductions from earnings.	
Interest on bonds	1,377
Taxes	29
Net income	1,811
Per cent. operating expenses to receipts	47.57

BALANCE SHEET.—Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$49,377	Capital stock	$25,000
Other permanent invests.	30,000	Funded debt	55,000
Cash	3,840	Accrued interest	1,377
		Profit and loss (surplus)	1,840
Total	$83,217	Total	$83,217

PLANT AND EQUIPMENT.—Miles of track (electric), 3.1; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars and 3 trail cars; 150 H. P. station plant.

OFFICERS.—Pres. D. F. Toomey, V. Pres. A. C. Dotterweich, Sec. B. E. Farnham, Treas. H. C. Hequembourg, Ch. Engr. W. C. Wilcox.

DIRECTORS.—D. F. Toomey, H. C. Hequembourg, B. C. Farnham, A. C. Dotterweich, E. C. Haggett, B. L. Harrison F. B. Barman, M. P. Toomey.

GENERAL OFFICE, 309 Central Ave., Dunkirk, N. Y.

Date of information, Jan., 1901. z

DURANGO, COL.

Population in 1890, 2,726, in 1900, 3,317.

Durango Railway & Realty Co.

CAPITAL STOCK, authorized, $250,000, issued, $155,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge 4 ft. 8½ in.; 30 lb. T rail; 3 cars, of which 2 are motor cars and 1 trail car; Ide engines, West. dynamos and motors, Woeber cars.

OFFICERS.—Pres. J. A. Porter, V. Pres. & Ch. Engr. J. B. Harper, Sec. W. S. Pickerill, Treas. H. Schiffer, Elecn. J. J. McClarin.

Date of information, Jan., 1901. z

EAST LIVERPOOL, O.

Population in 1880, 5,568, in 1890, 10,947, in 1900, 16,485.

The East Liverpool Railway Co.—This is a reorganization of the East Liverpool & Wellsville Street R. R. Co., which was sold at sheriff's sale on May 5, 1897.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated June 1, 1897, due 1917; denom. $500, not subject to call; int. payable June and Dec., at office of Boston Safe Deposit & Trust Co, trustee of mortgage.

Second (income) mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Sept. 1897, due 1917; denom. $500; int. payable Sept., at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. T and 81 lb. girder rail; 26 motor cars; Allis engine; West. motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. & Gen. Man. J. B. Hoefgen, Sec. Wm. B. Whiting, Treas. L. W. Healy, Supt. T. A. Reed.

Date of information, Feb., 1901. d x

Chester & Rock Spring Street Railway Co.—The properties of this company which owned a line from East Liverpool to Chester, W. Va., were sold at foreclosure sale on Apr. 9, 1900, to Chas. A. Smith, of Chester, and his associates, for $35,000.

GENERAL OFFICE, Chester, W. Va.

Date of information, Apr., 1900. x

EAST ST. LOUIS, ILL.

Population in 1880, 9,185, in 1890, 15,169, in 1900, 29,655.

East St. Louis Electric Street Railroad Co.

CAPITAL STOCK, $500,000.

Funded Debt.—Consolidated mortgage 6 p.c. gold bonds, $500,000; dated Aug. 1, 1893, due 1908; int. payable Feb. and Aug., at office of Mississippi Valley Trust Co., of St. Louis, Mo., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 18; gauge 4 ft. 10 in.; 23 motor cars.

Officers.—Pres. J. S. Walsh, V. Pres. W. S. McChesney, Jr., Sec. C. K. D. Walsh, Treas. F. C. Daab, Supt. M. Herrold, Pur. Agt. J. E. Williams, Jr., Ch. Engr. J. W. Taylor, Ch. Engr. of Power Station, W. C. Wilson.

General Office, Union Station, St. Louis, Mo.; Supt.'s office, 747 Collinsville Ave., E. St. Louis, Ill.

Date of information, Jan., 1901. z

Collinsville, Caseyville & East St. Louis Electric Railroad Co.—Chartered Mar. 23, 1899, for 50 years, municipal franchise granted May, 1899, Annual meeting in Mar. This company was incorporated Mar., 1899, to construct an electric railway from Collinsville to East St. Louis. The road was placed in operation Oct. 4, 1900.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb rail; 5 motor cars; Lorain motors, Laclede cars, Peckham trucks; power rented from St. Louis, Belleville & Suburban Ry.

Officers.—Pres. D. M. Browning, V. Pres. W. H. Hueckel, Sec. & Treas. Thos. F. Fekete, Gen. Man. M. M. Stephens, Ch. Engr. Wm. J. Crocker, Elecn. J. Skeen.

Directors. — W. G. Burroughs, Collinsville; W .H. Hueckel, Caseyville; D. M. Browning, Thomas L. Fekete and J. T. Daniel, of East St. Louis.

General Office, East St. Louis, Ill.

Date of information, Jan., 1901. z

St. Louis & Belleville Suburban Electric Railway Co.—Charter and municipal franchises granted in 1897, for 50 years. Annual meeting Jan. 1st. This company has been acquired by the St. Louis & Belleville Electric Ry. Co., of Belleville, Ill., and consolidated with it under the name of St. Louis & Belleville Traction Co.

Date of information, Mar., 1901. z

Mississippi Valley Transit Co.—Incorporated in Mar., 1900, to construct an electric railway from East St. Louis to Edwardsville, 19 miles. This company has acquired the franchises of the Mississippi Valley Ry. Co., and in Feb., 1901, construction work was well advanced.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $400,000; dated May 1, 1900, due 1930; denom. $1,000; int. payable May and Nov., at office of Farmers Loan & Trust Co. of New York City, trustee of mortgage.

Officers.—Pres. C. F. Blanke, V. Pres. Henry Gans. Jr., Sec. & Treas. J. F. Conrad, Gen. Man. Geo. P. Heckel, St. Louis.

General Office, 124 North 7th St., St. Louis, Mo.

Power Station, Collinsville, Mo.

Date of information, Mar., 1901. x

EASTON, MASS.

Population in 1880, 3,902, in 1890, 4,493, in 1900, 4,837.

Easton Street Railway Co.—This company has been incorporated. Construction of its road is now under way.

Capital Stock, authorized, $40,000; paid in, $20,000; par value, $100 per share.

Cost of road to Sept. 30, 1900, $9,500.

Officers.—Pres. Frank C. Granger, V. Pres. Edward C. Jenney, Sec. & Treas. Edward F. Draper.

Directors.—Frank C. Granger, E. C. Jenney, E. F. Draper, G. M. Falkner, James E. Howard J. J. McCarthy, S. K. Kelley.

General Office, 200 Summer St., Boston, Mass.

Date of information, Jan., 1901. b

EASTON, PA.

Population in 1880, 11,924, in 1890, 14,481, in 1900, 25,238.

Easton Consolidated Electric Co.—Chartered in 1899 for the purpose of controlling the Easton Transit Co., the Easton Palmer & Bethlehem Street Railway Co., the Phillipsburg Horse Car R. R. Co., of Phillipsburg, N. J. and the Edison Illuminating Co., of Easton. A controlling interest in the capital stock of all these companies has been acquired.

Capital Stock, authorized, $1,500,000, paid in $375,000 ($12.50 per share); par value $50 per share.

Funded Debt.—Collateral trust 5 p. c. gold bonds, authorized, $1,300,000, issued, $872,000; in escrow to retire prior liens of constituent companies, $428,000, coupon, but may be registered; dated May 1, 1899, due 1949; denom. $500 and $1,000; int. payable May and Nov. at office of Girard Trust Co., of Philadelphia, trustee of mortgage.

Operation.—Nine months ending	Dec. 31, 1899.	Year ending June 30, 1900.
Gross receipts	$218,672	$275,517
Operating expenses	124,705	156,243
Earnings from operation	93,967	119,274
Deductions from earnings.		
Taxes and interest	65,558	
Net income	28,409	

Dividend 3½ p. c. July, 1900.

Officers.—Pres. Wm. Hinckle Smith, Philadelphia, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn.

Date of information, Mar., 1901. z

Easton Transit Co.—Chartered June 30, 1892. Annual meeting second Tuesday in Jan. This is a consolidation, on June 30, 1892, of the Easton, South Easton & West End Passenger R. R. Co. (inc. June 1, 1866) and the Centre Square & Delaware Bridge R. R. Co. (inc. May 5, 1871). On Mar. 15, 1893, the company leased the Pennsylvania Motor Co. The company also leases the Easton & Bethlehem Transit Co., and controls the operations of the Phillipsburg (N. J.) Horse Car Co., connecting with it at the Delaware Bridge. 5,967 shares of the capital stock of this company are owned by the Easton Consolidated Electric Co.

Capital Stock, authorized and issued, $300,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated 1892, due 1922, but subject to call at 103 and int. in 1902; denom. $200 and $500; coupon, but may be registered; int. payable Apr. and Oct., at office of Easton Trust Co., trustee of mortgage.

Debenture bonds, authorized, $150,000, outstanding, $2,500; int. payable Apr. and Oct.; trustee of mortgage, Easton Trust Co.

Operation.—Year ending Dec. 31,	1896.	1897.	1898.	June 30, 1899.	June 30. 1900.
Gross receipts	$126,259	$123,812	$131,758	$140,121	$151,167
Operating expenses	80,669	82,475	76,848	81,719	94,385
Earns. from operation	45,590	41,337	54,910	58,402	56,782
Deduct. from earn.					
Interest	21,185	21,583	20,793	19,184	28,198
Taxes	3,299	2,570	4,710	5,956	9,003
Rentals	8,681	9,296	8,793	9,093	
Pav'g & sink'g fund			10,626	3,000	
Net income	12,424	7,888	9,988	21,169	19,581
Dividends paid	9,000	9,000			
To surplus account	3,424	*1,112	9,988	21,169	19,581
Total surp. account		11,826	21,814	37,675	57,256

Dividends in 1894, 2½ p. c.; in 1895, 1896 and 1897, 3 p. c.

*Deficit.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.
Cost of road	$584,399	$571,461	$564,357	$610,912	$621,286
" equipment.	84,037	84,201	84,201	88,601	93,810
Real estate	33,588	33,714	34,167		
Stks. and bonds of other companies.	6,285	6,285	6,285	10,030	6,885
Cash	4,427	6,850	12,874	11,270	13,409
Accounts rec'v'ble.					17,554
Additions and betterments		23,141	23,141	23,141	23,141
Mat'ial & supplies.				4,221	6,207
Other assets	6,772		7,256		645
Total	$717,084	$719,508	$725,654	$732,281	$782,737
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300.000
Funded debt	316,000	317,500	317,500	317,500	302,500
Loans	77,000	89,900	89,900	89,900	89,900
Bills payable	10,540	6,428	3,068	3,100	3,100
Accounts payable.					19,221
Accrued accounts.					10,760
Profit & loss (surp).	15,968	11,826	21,813	37,675	57,256
Total	$719,508	$725,654	$732,281	$748,175	$782,737

Plant and Equipment—Miles of track (electric), 19.3; gauge, 5 ft. 2½ in.; 36 lb., 48 lb., 56 lb. and 68 lb. girder rail; 50 motor cars and 6 trail cars; West. dynamos and motors, Brill, Lamokin and own cars; power rented.

OFFICERS.—Pres. J. S. Rodenbough, V. Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Supt. & Pur. Agt. A. C. Rodenbough.

DIRECTORS.—J. S. Rodenbough, George W. Norris, W. H. Smith, S. H. Hackett, J. V. Bull, E. B. Smith, W. A. Stern.

GENERAL OFFICE, 16th and Washington Sts., Easton, Pa.

REFERENCE.—Description of road, Vol. X, Aug., '94, p. 492 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Feb., 1901. z

Pennsylvania Motor Co.—Chartered Nov. 15, 1888, leased Mar. 15, 1893, to Easton Transit Co. for 99 years, at an annual rental of $3,600. 1,902 shares out of 2,400 of the capital stock of this company are now owned by the Easton Consolidated Electric Co.

CAPITAL STOCK, authorized and issued, $120,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Apr. 1, 1887, due 1947; denom. $100 and $500; int. payable Apr. and Oct., at company's office; trustee of mortgage, Lackawanna Trust & Safe Deposit Co., of Scranton.

PLANT AND EQUIPMENT—Miles of track (electric), 3.34; gauge, 5 ft. 2½ in.; 36 lb. and 56 lb. flat and T rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Supt. A. C. Rodenbough.

DIRECTORS.—J. V. Bull, G. W. Norris, W. A. Stern, S. H. Hackett, J. S. Rodenbough, E. B. Smith, W. M. Davis.

Date of information, Feb., 1901. z

Easton, Palmer & Bethlehem Street Railway Co.—This company was incorporated June, 1897, and operates an electric railway from Easton to Bethlehem. The road was placed in operation Nov. 6, 1898, and is now controlled by the Easton Consolidated Electric Co. which owns all the capital stock of this company.

CAPITAL STOCK.—Common stock, authorized and issued, $100,000; preferred stock, 6 p. c. authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; dated Jan., 1899, due 1919; int. payable Jan. and July at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; 14 motor cars.

OFFICERS.—Pres. J. S. Rodenbough, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Ch. Engr. W. H. Sawin, Ch. Engr. of Power Station Erwin Judd.

DIRECTORS.—S. H. Hackett, J. V. Bull, W. A. Stern, W. H. Smith, E. B. Smith, G. W. Norris.

GENERAL OFFICE, 16th & Washington Sts., Easton, Pa.

Date of information, Feb., 1901. z

Easton & Nazareth Street Railway Co.—This company was organized to construct an electric railway from Easton to Nazareth, 9 miles. Partial operation of the line, 3 miles, was commenced in Nov., 1900, and completion is expected early in 1901.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.2; gauge, 5 ft. 2½ in.; 60 lb. T rail; 8 motor cars and 4 trail cars; West. generators and motors, Brill cars.

OFFICERS.—Pres. F. A. H. Hay, Sec. & Pur. Agt. W. O. Hay, Treas. M. P. McGrath, Supt. H. E. Read.

GENERAL OFFICE, Easton, Pa.

POWER STATION, Walter's Mills, Pa.

Date of information, Dec., 1900. d

EAST WAREHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451, in 1900, 3,991.

East Wareham, Onset Bay & Point Independence Street Railway Co.—Chartered Feb. 15, 1888.

CAPITAL STOCK, authorized, $25,000, issued, $21,400; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$6,248	$5,643	$4,520	$4,647	$4,527
Operating expenses	4,958	6,951	4,743	4,026	4,436
Earnings from operation	1,290	*1,308	*223	621	91
Deductions from earnings	228	47	123	74	100
Net income	1,062	*1,354	*346	547	*9
Dividends paid					
To surplus account	*527				
Total surplus account	518	*837	*1,184	*636	*2,651

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 696	$1,627	$ 272	$ 638	$ 406
Main of way and bldgs	388	137	206	60	83
" " equipment	297	346	233	277	260
Transportation expenses	3,577	4,842	4,031	3,051	3,687
Total	$4,958	$6,951	$4,743	$4,026	$4,436

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	47,906	36,402	28,992	31.690	32,888
Car miles run	12,160	13,480	9,688	9,174	9,383
Gross receipts per car mile	$.508	$.419	$.467	$.506	$.482
Operating exps. per car mile	.410	.516	.490	.438	.472

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$14,357	$14,357	$14,357	$14,357	$14,357
" equipment	5,750	5,730	5,720	5,710	6,128
Other permanent invest	1,147	1,147	1,147	1,147	1,147
Cash and current assets	994	286	249	507	800
Profit and loss (deficit)		837	1,184	636	2,651
Total	$22,248	$22,357	$22,657	$22,357	$25,083
LIABILITIES.					
Capital stock	$21,400	$21,400	$21,400	$21,400	$21,400
Current liabilities	331	957	1,257	957	606
Accrued "					3,077
Profit and loss (surplus)	517				
Total	$22 248	$22,357	$22,657	$22,357	$25,083

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. and 35 lb. T rail; 20 horses, 12 horse cars.

OFFICERS.—Pres. & Gen. Man. Jos. K. Nye, Treas. A. W. Kelley, Supt. F. L. Benson.

DIRECTORS.—Wm. F. Nye, Jos. K. Nye, Benj. F. Gibbs A. W. Kelley, F. L. Benson.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Jan., 1901. b

EAU CLAIRE, WIS.

Population in 1880, 10,119, in 1890, 17,415, in 1900, 17,517.

The Chippewa Valley Electric Railroad Co.—This is the successor to the Eau Claire Street Ry., Light & Power Co., The company has rebuilt the present lines and extended them in Eau Claire and to Chippewa Falls.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.
Total receipts	$36,450	$45,408
Operating expenses including taxes	22,401	30,700
Earnings from operation	14,049	14,708
Interest on bonds	12,110	12,000
Net income	1,939	2,708
To surplus account	1,938	2,708
Total surplus account	2,231	5,029

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. rail; 22 motor cars; Gen. Elec. and Detroit dynamos and motors.

OFFICERS.—Pres. A. E. Appleyard, Boston, Supt. J.R. Harrigan.

GENERAL OFFICE, Eau Claire, Wis.

Date of information, Feb., 1901. z

ELGIN, ILL.

Population in 1880, 8,787, in 1890, 17,823, in 1900, 22,433.

Elgin City, Carpentersville & Aurora Railway Co.—This company is a consolidation, in 1897, of the Elgin City Ry. Co. and the Carpentersville, Elgin & Aurora Ry. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—Elgin City Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued $200,000; dated 1890, due 1907; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Carpentersville, Elgin & Aurora Ry. Co.'s first mortgage bonds, $100,000.

DIVIDENDS.—In 1896, 1897, 1898 and 1899, 6 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 28 cars, of which 25 are motor cars and 3 trail cars; 1 freight locomotive; Ball engines, Gen. Elec. dynamos and motors, Minneapolis and Pullman cars.

OFFICERS.—Pres. Wm. Grote, V. Pres. & Gen. Man. J. B. Lane, Sec. A. B. Church, Treas. E. D. Waldron, Ch. Man. of Power and Light Station C. Wuestenfeld.

DIRECTORS.—Wm. Grote, J. B. Lane, A. B. Church, E. D. Waldron, G. P. Lord, G. M. Peck, D. B. Sherwood.

GENERAL OFFICE, Dexter Ave. and River St., Elgin, Ill.

Date of information, Feb., 1901. d

ELIZABETH, N. J.

Population in 1880, 28,229, in 1890, 37,764, in 1900, 52,130.

Elizabeth, Plainfield & Central Jersey Railway Co.—Chartered Nov. 29, 1900, as a consolidation of the Elizabeth St. Ry. Co., the Westfield & Elizabeth St. Ry. Co., the Elizabeth City Horse R. R. Co., the Woodbridge & Sewaren Electric St. Ry. Co., the Plainfield St. Ry. Co., and the Rahway Electric St. Ry. Co. The company operates 60 miles of street railways connecting the principal cities and towns in Central New Jersey, and will be closely associated with the North Jersey St. Ry., which is operated by the same interests.

CAPITAL STOCK, authorized, $3,000,000,

FUNDED DEBT.—First consolidated mortgage, 5. p. c. gold coupon bonds, authorized, $2,500,000, issued, $1,400,000; held to retire prior lien, $100,000; held for future improvements, $1,000,000; dated Dec. 1, 1900, due 1950; denom. $1,000; no sinking fund and not subject to call; int. payable June and Dec., at office of Fidelity Trust Co., Newark, N. J., trustee of mortgage.

Plainfield St. Ry. Co.'s first mortgage, $100,000, Fidelity Trust Co., of Newark, trustee.

OFFICERS.—Pres. David Young, V. Pres. Thomas A. Nevins, Sec. & Asst. Treas. E. W. Hine, Treas. Thomas N. McCarter, Jr.

GENERAL OFFICE, 164 Market St. Newark, N. J.

REFERENCES.—Consolidation of roads, Vol. XVI, Dec. 8, '00, p. 1,197.

Date of information, Mar., 1901. z

Elizabeth Street Railway Co.—Chartered July 13, 1887, for 999 years. Annual meeting third Wednesday in May. In Oct. 1900, this company was consolidated into the Elizabeth, Plainfield & Central New Jersey Railroad, which is operated by the same interest as the North Jersey Street Ry.

GENERAL OFFICE, foot of East Jersey St.

Date of information, Mar., 1901. z

Elizabeth & Westfield Street Railway Co.—This company commenced operation of its line running from Elizabeth to Plainfield on Apr. 28, 1900, and in Nov., 1900, was consolidated into the Elizabeth, Plainfield & Central Jersey Ry. Co.'s system.

Date of information, Mar., 1901. z

ELKTON, MD.

Population in 1890, 2,318, in 1900, 2,542.

Cherry Hill, Elkton & Chesapeake City Electric Railway Co.—This company was organized in 1900 to construct an electric railway connecting Cherry Hill, Elkton and Chesapeake City. Contracts have been signed and construction work commenced and it is expected to commence operation of the road early in 1901.

CAPITAL STOCK, authorized and paid in, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Dec. 1, 1900, due 1920; denom. $1,000; int. payable at office of Continental Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Henry H. Brady, Elkton; Sec. John M. Tucker.

GENERAL OFFICE, Elkton, Md.

Date of information, Jan., 1901. x

ELMIRA, N. Y.

Population in 1880, 20,541, in 1890, 30,893, in 1900, 35,672.

Elmira Water, Light & Railroad Co.—Chartered May 26, 1900. This company purchased the properties of the Elmira & Horseheads Ry. Co., and the Maple Ave., Ry. Co., May 28, 1900, and thereby acquired from the latter company the properties of the West Water St. R.R. Co. This property was previously owned and operated by the Elmira Municipal Improvement Co., which also owned the water, gas and electric lighting properties of Elmira, together with Rorick Glen Park.

CAPITAL STOCK, authorized and issued $1,000,000; par value, $100 per share.

FUNDED DEBT, $3,200,000; as follows.

First mortgage 5 p. c, gold bonds, authorized, $2,000,000, issued, $1,661,000; in escrow to retire prior lien, due 1913, $339,000; dated 1899, due Jan. 1, 1949; denom. $1,000, subject to call at 105 and interest; int. payable Jan. and July.

Second (income) mortgage. 4 p. c. bonds, authorized and issued $1,200,000; dated 1899, subject to call at any time at par.

OPERATION.—The figures here given are for the combine properties as previously operated by Elmira & Horseheads Ry. Co., and the Maple Ave. Ry. Co., to May 31, 1900.

	Years ending June 30, 1896.	June 30, 1897.	June 30, 1898.	*10 mos.end'g Apr. 30, 1899.	year end'g June 30, 1900.
Receipts from pass..	$ 68,568	$ 62,223	$60,180	$51,884	$71,124
" oth'r sources.	5,058	6,587	1,989	2,217	4,576
" total........	73,626	68,810	62,169	54,101	75,700
Operating expenses.	84,943	76,990	64,164	47,415	58,821
Ern'gs from opern...	†11,317	†8,180	†1,995	6,686	16,879
Deduct. from earnings.					
Interest...........				3,180	2,965
Taxes...........	2,505	3,884	4,162	3,468	4,042
Rentals...........				833	8,336
Park expenses.....				848	2,885
Net income,..........	†13,822	†12,064	‡6,157	†1,643	†1,349
Total surplus acct....	†101,538	†107,436		†24,275	‡11,378

*Operation figures for these 10 months cover the combined system.

† Deficit.

‡ This amount of surplus includes, $9,955; the amount of surplus transferred to new company by Maple Ave. Ry. Co., May 31, 1900.

BALANCE SHEET.—That given for 1900 is of the Elwira Water, Light & R.R. Co. Dated June 30,

ASSETS.	1896.	1897.	1898.	Apr. 30, 1899.	June 30, 1900.
Cost of road...........	$424,661	$424,593	$421,682	$427,391	$444,038
" equipment......	42,685	44,860	44,628	39,794	52,982
Addit'ns & betterments.					24,875
Cash..................	332	401	948		185
Bills receivable........			2,037	638	
Open accounts..........	1,375	1,908		39,241	22,730
Supplies..............	3,873	12,445	9,720	7,865	
Profit and loss (deficit)..	101,538	107,437	123,849	24,275	*15,676
Total.............	$574,464	$591,645	$002,864	$539,204	$560,486
LIABILITIES.					
Capital stock..........	$400,000	$400,000	$380,000	$380,000	†$462,074
Accrued taxes and int..					759
Bills payable...........	142,087	32,377	222,864	159,204	96,230
Open accounts.........		159,268			
Sundries...............	32,377				
Profit and loss (surplus).					1,423
Total.............	$574,464	$591,645	$602,864	$539,204	$560,486

* Profit and loss accounts of old companies bought.

† This amount consists of notes, old claims and interest, and former capital stock of Elmira, Water, Light & R.R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), owned, 13.46, leased, 3,69, total, 17.15; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 8 horses; 32 motor cars and 5 trail cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. Chas. E. Hotchkiss, N. Y. City; Sec. & Treas. John M. Diven, Audr. C. F. Twining, N. Y. City; Gen. Man. C. F. Uebelacker, Supt. F. G. Maloney, Elecn. Ernest Goodwin.

DIRECTORS.—Chas. E. Hotchkiss, Ross M. Lovell, E. W. Personius, C. B. Swartwood, C. F. Uebelacker, Elmira.

GENERAL OFFICE, 212 East Water St., Elmira, N. Y.

Date of information, Feb., 1901. z

Maple Avenue Railway Co.—Chartered May 16, 1887. The property of this company together with that of the West Water Street Ry. Co., was formerly leased to the Elmira & Horseheads Ry. Co., but in Apr., 1899, to cover certain legal technicalities the property of the West Water Street Ry. Co., and the Elmira & Horseheads Ry. Co., was leased to this company. The properties were purchased by the Elmira Water, Light & R.R. Co., May 28, 1900.

Date of information, Feb., 1901. z

The West Side Street Railroad Co.—Charter and municipal franchise granted Jan. 30, 1896, for 99 years. Annual meeting first Monday in June. This company is a consolidation (in 1896) of the West Side R. R. Co. and the East Side R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $105,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1894, due 1914; denom. $1,000, int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$63,993	$55,997	$51,364	$51,644	$56,315
" other sources.	51	424	566	567	2,833
" total.........	64,044	56,421	51,930	52,211	59,148
Operating expenses.......	42,691	40,978	40,353	38,820	40,649
Earnings from operation ...	21,353	15,443	11,577	13,391	18,499
Deductions from earnings.					
Interest on funded debt, due and accrued........	15,000	15,000	15,000	15,000	15,000
Taxes....................	1,914	2,323	1,878	2,356	1,962
Rentals..................	337				
Net income................	4,439	*1,880	*5,301	*3,966	1,537
Total surplus..............	13,643	5,936	635	*3,331	1,794

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue passengers carried.	905,809	1,078,439	1,053,917	1,132,330
Transfer " " .			54,823	62,706
Car miles run..............	380,237	386,353	380,412	384,659
Total receipts per car mile.	$.148	$.134	$.137	$.153
Operating exps. per car mile.	.107	.104	.102	.105

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road..........	$301,465	$304,583	$305,031	$306,153	$307,221
" equipment....	107,087	107,549	108,394	108,741	108,908
Cash	10,411	4,689	2,711	2,869	2,458
Open accounts........	5,929	4,936	4,089		
Material and supplies..	1,969	3,481	172	4,948	7,106
Other assets..........				532	
Profit and loss (deficit)				3,331	1,794
Total.............	$426,860	$425,238	$420,397	$426,574	$427,487
LIABILITIES.					
Capital stock..........	$105,000	$105,000	$105,000	$105,000	$105,000
Funded debt..........	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued.........	3,750	3,750	8,250	14,750	14,750
Accounts payable.....	916	5,489	1,450	1,761	4,186
Loans.............. ..	3,551	5,063	5,063	5,053	3,551
Profit and loss (surp)...	13,643	5,936	634		
Total............	$426,860	$425,238	$420,397	$426,574	$427,487

PLANT AND EQUIPMENT.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 56 lb. T rail, 75 lb. and 90 lb. girder rail; 26 motor cars and 1 trail car; Bates-Corliss engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars, Brill and Gilbert trucks.

OFFICERS.—Pres. & Sec. P. V. Bryan, Treas. H. H. Hallock, Gen. Man. & Pur. Agt. W. W. Cole, Elecn. J. Creighton, Ch. Engr. of Power Station F. Sexton.

DIRECTORS.—H. H. Hallock, A. E. Ackley, M. H. Arnot, P. V. Bryan, Ray Tompkins, D. T. Pratt, Boyd McDowell, Elmira.

GENERAL OFFICE, 120 East Water St., Elmira, N. Y.

REFERENCE.—Description of road, Vol. IX. Mar. '93, p. 155 (ill.).

Date of information, Dec., 1900. b

Elmira & Seneca Lake Railway Co.—Chartered June 1, 1896. Annual meeting first Tuesday in June. This road runs from Elmira through Horseheads, Pine Valley, Millport, Croton and Montour Falls to Watkins, passing the famous Watkins Glen and to the shore of Seneca Lake. The capital stock of this company is controlled by the Railways Company General, of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Nov. 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; 2-225 K. W. West. generators; 600 H. P. Edgemoor boilers; Harrisburg engines; West. motors; St. Louis cars.

OFFICERS—Pres. Jno. E. Mulford, Montour Falls; Sec. & Treas. C. L. Hathaway, Horseheads, N. Y.; Gen. Man. Jno. B. MacAfee, Gen. Supt. D. A. Hegarty, Supt. C. U. Mills, Montour Falls.

DIRECTORS.—John E. Mulford, Montour Falls; C. L. Hathaway, Horseheads; Chas. H. Baldwin, Elmira; Oliver P. Hurd, Charles S. Frost, Watkins; George S. Graham, Evans R. Dick, Jay Cook, 3d, J. Ogden Hoffman, Philadelphia, Pa.

GENERAL OFFICE, Montour Falls, N. Y.

Date of information, Feb., 1901. z

EL PASO, TEX.

Population in 1880, 736, in 1890, 10,338, in 1900, 16,000.

El Paso & Juarez Traction Co.—Chartered Mar. 1900. This company is the consolidation in 1900 of the El Paso & Juarez Avenue Street Ry. and the San Antonio & Magoffin Street Ry. with the Ferrocarril Urbano y Puente and La Companie Ferrocarrils Urbanos de c. Juarez, of Mexico.

CAPITAL STOCK, authorized, $200,000, issued, $146,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 44 horses, 12 horse cars; Brownell cars.

OFFICERS.—Pres. Anson Mills, (2 Dupont Circle, Washington D. C.), Vice Pres. Z. T. White, Sec. & Treas. J. A. Huppee, Supt. A. Larmour.

DIRECTORS.—Anson Mills, J. R. Ramsey, J. A. Huppee, Z. T. White, Jos. Magoffin.

GENERAL OFFICE, 411 Santa Fe St., El Paso, Tex.

Date of information, Feb., 1901. z

ERIE, PA.

Population in 1880, 27,737, in 1890, 40,634, in 1900, 52,733.

Erie Electric Motor Co.—Chartered Oct. 8, 1888, in perpetuity. Annual meeting third Tuesday in Jan. In the year 1888 this company secured a controlling interest in the Erie City Passenger Ry. Co., and leased its lines, franchises, etc., for a period of 999 years, at a rental of 6 p. c. on its capital stock, and in 1896, the Erie, Reed Park & Lakeside Street Ry. was also secured.

Capital Stock, authorized and issued, $700,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1889, due 1919; denom. $1,000; int. payable in gold Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Jan. 1, 1892, due 1919; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Erie City Passenger Ry. Co.'s first mortgage 6 p. c. bonds, outstanding $25,000; due Oct. 1, 1913; int. payable Apr. and Oct. This company also guarantees 6 p. c. (as rental) on $100,000 of capital stock of the Erie City Passenger Ry. Co.

Franchises.—The company operates under perpetual franchises.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from pass.......	$158,639	$142,327	$141,231	$150,989	$175,198
" other sources....	503	881	716	678	900
" total.............	159,142	143,208	141,947	151,667	176,098
Operating expenses....	126,254	109,817	105,608	116,244	186,425
Earns. from operation..	32,888	33,391	36,339	35,423	*10,327
Deduct. from earnings..					
Int. on funded debt..		31,578	29,774	35,067	34,315
Taxes...............		2,975	2,990	2,884	207
Other deductions....		1,312			
Surplus...............		*2,474	3,575	*2,528	*44,849
Total surplus account..	*13,637	*16,112	*6,755	*9,282	*54,019
P.c.op.exp. to total rec'ts	79.3	76.7	74.4	76.6	

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road....	$ 480,220	$ 491,752	$ 585,320	$ 587,765	$ 590,056
" equip...	301,969	303,634	303,595	311,638	311,277
Real estate.....	73,694	78,694			
Other assets....	1,781	599			
Stock invest....	300,000	300,000	300,000	300,000	300,000
Cash...........	2.093	33	188	837	4,552
Material & sup.				5,239	
Profit and loss (deficit).......	13,637	16,112	6,755	9,282	54,019
Total......	$1,173,394	$1,190,824	$1,195,858	$1,214,761	$1,259,904
LIABILITIES.					
Capital stock.....	$700,000	$ 700,000	$ 700,000	$ 700 000	$ 700,000
Funded debt......	350,000	350,000	350,000	350,000	350,000
Bills payable and loans...........	123,394	140,824	145,858	164,761	209,904
Total.....	$1,173,394	$1,190,824	$1,195,858	$1,214,761	$1,259,904

Plant and Equipment.—Miles of main line, 21, of second track, 3, of sidings, 3, total track (electric), 27; 52 lb. girder rail; gauge, 4 ft. 8½ in.; 85 motor cars; 1,000 H. P. station plant; Gen. Elec. dynamos and motors, approximate value real estate and buildings, $200,000.

Officers.—Pres. J. S. Casement, Painesville, O.; V. Pres. J. C. Brady, Sec. & Treas. J. L. Sternberg, Supt. H. F. Wilbur.

Directors.—J. S. Casement, Painesville, O.; S. T. Everett, Cleveland; John C. Brady, Wm. W. Reed, J. L. Sternberg, Erie, Pa.

General Office, 202 State St., Erie, Pa.

Reference.—Description of road, Vol. IX, Nov. '93, p. 744 (ill.).

Date of information, Jan., 1901. b

Erie Rapid Transit Co.—This road is now partly in operation and completion is expected early in 1901.

Capital Stock, authorized, $500,000.

Funded Debt—First mortgage 5 p. c. gold bonds, authorized, $500,000.

Plant and Equipment.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars, Clark engines, West. generators and motors, St. Louis cars.

Officers.—Pres. E. F. Walker, V. Pres. & Treas. I. A. Walker, Sec. & Man. L. J. Chase, Ch. Engr. T. D. Howell.

General Office, Erie, Pa.

Pres. & Treas. Office, Philadelphia, Pa.

Date of information, Feb., 1901. z

ESCANABA, MICH.

Population in 1880, 3,860, in 1890, 6,808, in 1900, 9,549.

Escanaba Electric Railway Co.—Charter and municipal franchise granted March 23, 1891, for 30 years. Reorganized in 1898.

Capital Stock, authorized and issued, $50,000.

Funded Debt.—None.

Balance Sheet.—Dated Jan. 28, 1899.

Assets.		Liabilities.	
Cost of road	$25,000	Capital stock	$50,000
Cost of equipment	15,000	Bills and acc'nts payable.	675
Cash	12		
Material and supplies	150		
Other assets	9,850		
Profit and loss (deficit)	663		
Total	$50,675	Total	$50,675

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars and 1 trail car; Payne engines, West. dynamos and motors, Pullman and Laclede cars.

Officers.—Pres. A. R. Moore, V. Pres. & Gen. Man. O. B. Fuller, Sec. T. C. Jennings, Treas. Edward Erickson.

Directors.—A. R. Moore, J. K. Stark, J. B. Moran, M. H. Grow, Edward Erickson.

General Office, Escanaba, Mich.

Date of information, Feb., 1901. z

EUREKA SPRINGS, ARK.

Population in 1880, 3,984, in 1890, 3,706, in 1900, 3,572.

Citizens Electric Railway Co.—This company is the successor by purchase of the Eureka Springs Electric Light & Street Ry. Co., which was chartered May 1, 1891, for 99 years, and operates street railway, electric light and power, cold storage and ice plants, and also owns a pleasure park, auditorium and opera house.

Capital Stock, authorized and issued, $50,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $50,000, issued, $41,000; all dated Jan. 1, 1900, due 1906 to 1930; 2 bonds annually, 1906-1910, then 3, 4, 5 and 6 bonds annually for periods of 5 years each; denom. $500; int. payable at Hanover National Bank, of New York City, trustee of mortgage, Frank N. Claflin.

Second mortgage 6 p. c. gold coupon bonds, authorized, $25,000; dated Sept. 1, 1900, due 1925; denom. $250; int. payable Mar. and Sept. at Hanover National Bank, trustee Frank N. Claflin.

Note.—First mortgage bonds are subject to call at 105 after 1910. Second mortgage bonds were held in treasury Jan., 1901.

Balance Sheet of the Citizens Electric Co., Consolidated. Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of railway plant	$52,754	Capital stock	$50,000
" power house	19,257	Funded debt	75,000
Other perm't plants, etc.	42,782	Advanced on bond acc't	9,000
Bonds in treasury	34,000	Bills and accounts payable	12,475
Cash	11	Profit and loss (surplus),	6,175
Materials and supplies	333		
Bills & accounts receivable	3,513		
Total	$152,650	Total	$152,650

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; Walker dynamos and motors.

Officers.—Pres. & Man. W. M. Duncan, V. Pres. A. R. Sayles, Sec., Treas. & Asst. Man. M. D. Jordan.

Directors.—Wm. M. Duncan, A. R. Sayles, M. D. Jordan.

General Office, Eureka Springs, Ark.

Date of information., Feb., 1901. z

EVANSVILLE, IND.

Population in 1880, 29,280, in 1890, 50,656. in 1900, 59,007.

Evansville Street Railway Co.—Chartered May, 1866, as a reorganization of the Evansville R. R. Co. In Apr., 1899, H. D. Moran was appointed receiver of this property, which is now, Feb., 1901, in the hands of a committee of the bondholders who propose to reorganize as the Evansville Electric Ry. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000,000; dated Jan. 1. 1892, due 1922; int. payable Jan. and July, at Chemical National Bank, of New York.

Plant and Equipment.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 60 lb. T rail; 51 motor cars and 26 trail cars; West. engines, West. dynamos and motors, Brownell and St. Louis cars.

Officers.—Receiver & Gen. Man. H. D. Moran, Sec. E. H. Mann, Supt. John Cash, Elecn. A. H. Mann, Ch. Engr. of Power Station G. Martin.

Reorganization Committee.—Chairman A. W. Dodge, Sec. Jno. E. Bowles and Henry D. Lyman.

General Office, 310 First St., Evansville, Ind.

Committee's Office 15 Broad St., New York City.

References.—Description of road, Vol. IX, June, '93, p. 355 (ill); wheel practice (brief), Vol. XII, Sept., '96, p. 527.

Date of information, Feb., 1901. z

Evansville & Southern Electric Railway Co.—This company was organized in 1900 to construct an electric railway from Evansville to Boonville, 19 miles. Construction work was commenced in Feb., 1901, to be completed by Nov. 1, 1901.

Officers.—Pres. R. L. Wowell, Sec. W. C. Henning, Dayton, O.

Date of information, Feb., 1901. x

EVERETT, WASH.

Population in 1900, 7,838.

Everett Railway & Electric Co.—Chartered Jan. 19, 1893.

Capital Stock, authorized, $200,000.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 5 motor cars; 475 h. p. engines, 450 h. p. dynamos, 500 h. p. boilers, 1-150 h. p. generator, 2-1,200 light alternating current incandescent dynamos, 3-50 light arc dynamos; Ball engines, West. and Standard dynamos, West. motors, American cars.

Officers.—Pres. Gardner Colby, V. Pres. & Treas. J. B. Crooker. Sec. C. N. Pinckney, Supt. Pur. Agt. Ch. Engr. & Elecn. J. Parkin.

General Manager's Office, Everett, Wash. President's and Secretary's Office, No. 1 Broadway, New York.

Reference.—Description of road, Vol. X, Feb., '94, p. 98 (ill.).

Date of information, Feb., 1898. d z

EXETER, N. H.

Population in 1880, 3,569, in 1890, 4,284, in 1900, 4,922.

Exeter, Hampton & Amesbury Street Railway Co.—This company is a consolidation of the Rockingham Electric Co., the Hampton & Amesbury St. Ry. Co. and the Exeter St. Ry. Co., all New Hampshire corporations. The road operated by this company, when it crosses the Massachusetts State line continues under the name of Amesbury & Hampton St. Ry. Co., a Massachusetts corporation, which is now leased to this company for 25 years from July 1, 1900. In Nov., 1900, it was reported that this company had acquired the properties of the Dover (N. H.) Street Ry. Co. and will extend its lines to Haverhill and Dover.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds issued, $90,000, dated June 1, 1897, due June 1, 1917; int. payable June and Dec.

Operation.—Year ending June 30,	1898.	1899.
Receipts from passengers	$27,230	$29,651
" other sources	1,793	6,918
" total	29,023	36,569
Operating expenses	19,217	29,278
Earnings from operation	9,806	7,291
Deductions from earnings.		
Interest	4,875	4,290
Net income	4,391	3,001
Dividends paid		4,500
Surplus account	4,931	3,432
Per cent. op. expenses to total receipts	66.2	80.06

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.
General expenses	$ 3,285	$ 7,416
Maintenance of way and buildings	1,955	1,707
Maintenance of equipment	538	786
Transportation expenses	13,439	19,369
Total	$19,217	$29,278

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.
Passengers carried	554,849	600,150
Car miles run	159,000	175,863
Total receipts per car mile	$.182	$.202
Operating expenses per car mile	.121	.166

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$125,855	$170,041
Cost of equipment	39,929	28,330
Other permanent invest	45,728	43,634
Cash	4,720	2,815
Bills and accounts receivable	1,038	387
Material and supplies	500	1,500
Total	$217,770	$246,707
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	90,000	90,000
Bills and accounts payable	22,464	53,275
Accrued interest	375	
Profit and loss (surplus)	4,931	3,432
Total	$217,770	$246,707

PLANT AND EQUIPMENT.—Miles of track (electric), 15.45; gauge, 4 ft. 8½ in.; 11 motor cars, of which 6 are closed and 5 open; 2 snowplows; Johnson Co. motors.

OFFICERS.—Pres. Warren Brown, Sec. John Templeton, Treas. Edwin L. Pride, Asst. Treas. Henry E. Stone, Auditor, Chas. E. Stanwood, Gen. Man. and Supt. A. E. McReel.

DIRECTORS.—W. D. Lovell, W. Brown, A. E. McReel, Ebner Folsom, Wm. Burlingame, R. N. Elwell, Edwin L. Pride.

GENERAL OFFICE.—Exeter, N. H.

REFERENCE.—Description of road, Vol. XVI. Mar. 3, '00, p. 232 (ill.).

Date of information, Feb., 1901. x

FAIRFIELD, ME.

Population in 1880, 3,044, in 1890, 3,519, in 1900, 3,928.

Benton & Fairfield Railway Co.—Chartered June 28, 1898. This road commenced operation Dec. 7, 1898, doing a general passenger and freight business.

CAPITAL STOCK, authorized and issued, $12,000; par value, $100 per share.

OPERATION.—Period from Dec. 7, 1898, to June 30,	1899.	Year end. June 30, 1900.
Receipts from passengers	$ 680	$2,387
" " other sources	1,093	4,172
" total	1,773	6,559
Operating expenses	1,683	5,965
Earnings from operation	90	594
Deductions from earnings.		
Interest and discount on loans	456	750
Net income	*366	*156

*Deficit from operation.

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$10,919	$20,838
" " equipment	4,319	3,879
Other permanent investments	4,276	3,577
Materials and supplies		12,180
Cash and current assets		1,580
Profit and loss (deficit)	9,381	
Total	$28,895	$42,054
LIABILITIES.		
Capital stock	$12,000	$12,000
Loans and bills payable	16,667	30,054
Current liabilities	228	
Total	$28,859	$42,054

PLANT AND EQUIPMENT.—Miles of track (electric), 3.53; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 cars, of which 1 is a motor car and 2 trail cars; West. dynamos and motors.

OFFICERS.—Pres. Chas. D. Brown, Sec. & Gen. Man. H. M. Mansfield, Treas. E. W. Heath, Supt. Fred'k Rowe, Benton Station.

DIRECTORS.—C. D. Brown, Salem, Mass.; Elisha Morgan, Springfield, Mass.; H. M. Mansfield, Fairfield, Me.; Edward W. Heath, Waterville, Me.

GENERAL OFFICE, Fairfield, Me.

Date of information, Feb., 1901. z

FAIRHAVEN, WASH.

Population in 1890, 4,076, in 1900, 6,318.

Northern Railway & Improvement Co.—This company is a reorganization of the Fairhaven & New Whatcom Ry. Co., which was chartered Mar. 12, 1891, for 50 years. The company leases the property of the Bellingham Bay Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—Authorized, $200,000, issued, $80,000; Old Colony Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 16 motor cars; Ide engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. Z. Mitchell, Sec. & Treas. C. H. Huggins, Gen. Man. Norman Tucker, Ch. Engr. H. Titcomb.

GENERAL OFFICE, Fairhaven, Wash.

REFERENCE.—Description of road, Vol. IX, June, '93, p. 385 (ill.).

Date of information, Mar., 1901. x

FALL RIVER, MASS.

Population in 1880, 48,961, in 1890, 74,398, in 1900, 104,863.

Globe Street Railway Co.—Chartered Apr. 16, 1880, in perpetuity. Municipal franchises granted in 1880. Annual meeting, third Tuesday in Nov. This company is a consolidation on Apr. 30, 1898, of the Globe Street Railway Co., and the Fall River Street Railway Co. On Apr. 20, 1900, the Dighton, Somerset & Swansea Street Ry. Co., and in Oct., 1900, the Taunton Street Ry. were consolidated into this company. In Jan., 1901, this company was consolidated into the Brockton Street Ry. Co., the capital stock of these companies being now controlled by the Massachusetts Electric Companies. In Mar., 1901, further consolidations to include the Newport & Fall River St. Ry. and the Newport Illuminating Co., of R. I., were determined upon, the whole system to be operated under the name of the Old Colony St. Ry. Co.

Capital Stock, authorized and issued, Jan. 1, 1901, $1,225,000; par value, $100 per share.

Funded Debt.—$1,550,000 as follows: First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Apr. 1, 1892, due, 1912, denom. $1,000; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. debenture gold bonds, $550,000, coupon, but may be registered; dated July 1, 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York, trustee.

5 p. c. debenture gold bonds, $125,000; coupon, but may be registered; dated Mar. 1, 1894, due 1910; denom. $1,000; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee.

Dighton, Somerset & Swansea Street Ry. Co.'s first mortgage 5 p. c gold bonds, $125,000; dated Dec. 1, 1895, due 1915; denom. $1,000.

Note.—The mortgage bonds may be called for payment in 1902 or thereafter at two months' notice and at a price of 105 and accrued interest.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from pass.	$304,166	$294,444	$301,239	$320,117	$379,990
" other sources.	19,355	17,592	17,489	17,044	21,348
" total	323,521	312,035	318,728	337,161	400,338
Operating expenses.	208,940	211,500	199,719	198,472	219,944
Erngs. from opern.	114,581	100,535	119,009	138,689	180,394
Deduc. from earns.					
Int. on bonds	71,250	71,250	71,250	71,250	73,958
" floating debt.	1,502	2,635	2,266	1,775	3,358
Taxes	5,268	5,327	5 898	12,879	15,077
Other deductions.				*20,000	26,212
Net income	36,561	21,323	39,595	32,784	61,789
Dividends paid	19,500	13,000	none	none	54,250
Surplus account	17,061	8,323	*39,595	25.896	7,539
Profit and loss acc't.					10,048
Total surplus acct.	54,323	17,646	17,242	43,138	43,694
P. c. op. exp. to total receipts	64.6	67.8	62.7	58.8	54.9

* During the year 1898 the sum of $40,000, and during the year 1899 $20,000 was charged to surplus account for depreciation of plant.

Dividends.—In 1890, 6 p. c.; in 1891, 3 p. c.; in 1894, 1 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 2 p. c.; in 1900, 4 p. c. on $700,000, 3 p. c. on $875,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$ 30,059	$ 33,582	$ 26,220	$ 40,718
Maintenance of way and bldgs.	28,119	23,085	23,134	14,144
" " equipment	22,734	24,810	22,946	23,518
Transportation expenses	130,587	118,242	126,672	141,564
Total	$211,500	$199,719	$198,972	$219,944

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	6,461,757	6,627,700	7,203,720	8,358,947
Car miles run	1,309,121	1,280,612	1,300,956	1,441,527
Total receipts per car mile	$.238	$.249	$.259	$.277
Oper. expens. per car mile.	.162	.156	,152	.152

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$1,593,275	$1,580,574	$1,622,483	$1,622,483	$1,883,898
Cost of equip.	346,485	337,607	337,179	338,948	410,683
Other perm'nt investments.	227,233	233,257	235,021	233,818	291,738
Cash and current assets	3,751	17,762	3,503	31,977	28,581
Bills and accts. receivable	15,454		14,046		
Materials and supplies	1,386		936		
Other assets		1,047		11,800	35,777
Total	$2,187,584	$2,170,247	$2,213,168	$2,239,026	$2,650,677
LIABILITIES.					
Capital stock	$ 650,000	$ 650,000	$ 700,000	$ 700,000	$ 915,000
Funded debt	1,425,000	1,425,000	1,425,000	1,425,000	1,550,000
Accrued int.	7,396	14,832	7,396		
Current liabil.				25,342	97,768
Accrued liabil.	49,497	62,769	61,152	25,546	18,299
Other liabilities	1,368		2,378	20,000	25,916
Profit and loss (surplus)	54,323	17,646	17,242	43,138	43,694
Total	$2,187,584	$2,170,247	$2,213,168	$2,239,026	$2,650,677

Plant and Equipment.—Miles of track (electric), 49; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. tram and girder rail; 5 horses, 57 closed and 69 open motor cars and 13 trail cars; 1,620 H. P. station plant; McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos and motors, Shaw, Feigel, Jones, Newburyport and Stephenson cars, Bemis trucks.

Officers.—Pres. & Gen. Man. R. S. Goff, V. Pres. P. F. Sullivan, Sec. & Treas. Herbert H. Read, Supt. John H. Bowker, Ch. Engr. of Power Station, Walter Griffiths, Jr., Elecn. George W. Palmer, Jr.

Directors.—John N. Beckley, P. F. Sullivan, J. H. Goodspeed, W. Brightman, M. G. B. Swift, R. S. Goff, H. H. Read.

General Office, 794 N. Main St., Fall River, Mass.

References.—Description of road, Vol. IX, Apr., '93, p. 202 (ill.); annual report, Vol. X, Dec., '94, p. 814; long trolley ride, Vol. XVI, June 2, '00, p. 540 (table).

Date of information, Feb., 1901. z

FAIRMONT, W. VA.

Fairmont Electric Light & Railway Co.—This company has completed the construction of an electric railway in Fairmont and is now constructing a line in Clarkesburg, and contemplates an interurban line to connect the two cities.

CAPITAL STOCK, $100,000.

OFFICERS.—Pres. B. K. McMeehan, V. Pres. S. L. Watson, Sec. & Treas. J. M. Bailey.

DIRECTORS.—B. K. McMeehan, S. L. Watson, J. M. Bailey, John A. Howard, C. E. Manley, L. C. Powell, Charles Powell.

GENERAL OFFICE, 1425 Chapline St., Wheeling, W. Va

Date of information, Feb., 1901. z

FINDLAY, O.

Population in 1880, 4,633, in 1890, 18,553, in 1900, 17,613.

Findlay Street Railway Co.—Charter and municipal franchise granted Sept., 1887, for 25 years. Annual meeting second Tuesday in Jan. In June, 1900, an extension to Mortimer (2.5 miles) was placed in operation.

CAPITAL STOCK, authorized and issued, $275,000, par value, $25 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $275,000, issued $125,000; in escrow (to retire prior lien, due 1911) $150,000; dated Dec. 1, 1899; due 1924; int. payable June and Dec. at office of Atlantic Trust Co. of New York, trustee of mortgage Central Trust & Safe Deposit Co. of Cincinnati.

First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000, outstanding, $116,000; dated May 1, 1895; due 1911; denom. $1,000, not subject to call; int. payable at office of Central Trust & Safe Deposit Co., of Cincinnati, O., trustee of mortgage.

DIVIDENDS, quarterly, ¾ p. c., beginning Apr., 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 20 motor cars; 700 H. P. station plant; Buckeye engines, West. dynamos and motors, Laclede cars, Bemis trucks.

OFFICERS.—Pres. Geo. B. Kerper, Dayton, O.; V. Pres. & Treas. C. D. Kinney, York, Me.; Sec. J. A. Bope, Gen. Man. & Pur. Agt. Chas. F. Smith, Ch. Engr. of Power Station W. Nusbaum, Elecn. W. Twining.

DIRECTORS.—G. B. Kerper, J. A. Bope, Jacob Strader, C. D. Kinney, Chas. Smith.

GENERAL OFFICE, N. Main St., Findlay, O.

Date of information, Feb., 1901. z

Toledo, Fosteria & Findlay Electric Railway Co.—This company was organized in 1900 to construct an interurban electric railway, entirely on private right of way, from Findlay to Fosteria and Toledo. Contracts to place the Findlay to Fosteria division in operation by July 1, 1901, have been made and grading work has now been completed on that section. Construction of the Toledo division will be commenced in March, 1901, and pushed to completion without delay.

CAPITAL STOCK, authorized, $1,500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), proposed, 40, in operation 12; gauge, 4 ft. 8½ in.; 70 lb. T rail, 6 motor cars, Russell engines, West. generators and motors, Jewett cars.

OFFICERS.—Pres. S. W. Croxton, Cleveland; V. Pres. E. C. Deardorrff, Toledo; Sec. & Treas. Theodore Wentz, Canal Dover.

GENERAL OFFICE AND POWER STATION, Fosteria, O.

Date of information, Feb., 1901. x

FISHKILL, N. Y.

Population in 1880, 2,503, in 1890, 3,617, in 1900, 3,673.

Citizens' Street Railway Co.—Chartered July 21, 1890, for 50 years. This company leases and operates the property of the Fishkill Electric Ry. Co. Annual meeting second Tuesday in July.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; coupon, but may be registered; dated 1892, due 1912; denom. $500; int. payable semi-annually in Apr. and Oct., at First National Bank, Fishkill-on-Hudson; trustees of mortgage, John Place. M. E. Curtiss and Thos. Judson.

OPERATION.—Year ending Dec. 31,	1896.	1897.	1898.	June 30, 1899.	June 30. 1900
Gross receipts	$36,356	$34,616	$33,934	$34,425	$36,096
Operating expenses	22,169	21,025	22,107	22,870	23,394
Earnings from operation.	14,197	13,591	11,827	11,555	12,702
Deduction from earnings.					
Interest on bonds	7,500	7,500	7,500	4,500	4,500
Taxes, insurance, etc	3,124	3,128	2,329	806	819
Rentals				3,000	4,250
Net income	3,573	2,963	1,998	3,248	3,133
Dividends paid					1,875
To surplus account	3,573	2,963	1,998		1,258
Total surplus account				10,668	11,926
P. c. op. exp. to total rec.	60.9	60.7	65.1	66.4	64.8

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried	695,442	725,046
Car miles run	193,023	174,667
Total receipts per car mile	$.178	$.206
Operating expenses per car mile	.118	.134

BALANCE SHEET.—Dated Dec. 31, ASSETS.	1896.	1897.	1898.	1899	June 30, 1900.
Cost of road and equip.	$151,469	$153,507	$154,407	$154,407	$155,058
Cash assets	2,438	7,898	9,525	9,606	10,656
Open accounts	4,888	429	178		515
Total	$158,795	$161,834	$164,110	$164,013	$166,229
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt	75,000	75,000	75,000	75,000	75,000
Int. on funded debt	2,670	2,655	2,700	2,700	2,990
Open accounts	448	539	601	645	1,313
Profit and loss (surp.)	5,677	8,639	10,809	10,668	11,926
Total	$158,795	$161,834	$164,110	$164,013	$166,229

PLANT AND EQUIPMENT.—Miles of track (electric), owned, 3.25, leased, 4, total, 7.25; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. T and girder rail; 16 motor cars; Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. W. E. Havens, Ch. Engr. of Power Station W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.

GENERAL OFFICE, Fishkill, N. Y.

POWER STATION, Matteawan, N. Y.

Date of information, Dec., 1900. z

Fishkill Electric Railway Co.—Chartered Mar. 15, 1895, for 50 years. Municipal franchise granted Apr. 4, 1895, in perpetuity. Annual meeting second Tuesday in July. This property is leased to, and operated by the Citizens' Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $40,000; dated July 1, 1895, due 1915; denom. $500; int. payable at office of First National Bank of Fishkill; trustees of mortgage, M. E. Curtiss, W. J. Conklin, T. S. Judsen.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 58 lb. T rail; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Pur. Agt. John T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. Wm. E. Havens, Ch. Engr. W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, John Place, W. F. Weston, C. H. Watson, W. H. Southard, B. L. Smith, A. Ray Smith.

GENERAL OFFICE, Fishkill, N. Y.

Date of information, Dec., 1900. z

FITCHBURG, MASS.

Population of Fitchburg in 1880, 12,429, in 1890, 22,007, in 1900, 31,531.

Fitchburg & Leominster Street Railway Co.—Chartered 1886, in perpetuity. Annual meeting in Oct. This is a consolidation of the Fitchburg Street Ry. Co. and the Leominster Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at First National Bank, of Boston; trustees of mortgage, H. I. Wallace, E. F. Belding, W. B. Tenney.

Consolidated mortgage 4½ p. c. coupon bonds, authorized, $350,000, issued, $150,000; held in escrow to retire prior bonds, $150,000; held for future extensions and improvement, $50,000; dated Feb, 1, 1901, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

FRANCHISES.—Municipal franchises granted 1886 to 1898 in perpetuity.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from pass......	$126,943	$133,470	$134,015	$139,949	$166,771
" other sources...	1,244	300	300	341	11,873
" total............	128,187	133,770	134,315	140,290	178,644
Operating expenses...	90,278	83,670	86,177	94,069	109,227
Earnings from op.....	37,909	50,100	48,138	46,221	69,417
Deductions from earn.					
Interest charges.....	4,901	10,515	10,440	15,208	17,438
Taxes..............	5,761	5,670	5,656	6,250	8,577
Other deductions....		8,356	6,983	4,205	22,678
Net income...........	27,247	25,559	25,059	20,558	20,724
Dividends paid........	20,000	20,000	20,000	20,000	20,000
To depreciation account	6,964	5,000	2,000		23,000
To surplus account....	283	559	3,059	558	724
Total surp. account....	†14,742	15,289	17,662	18,290	*23,777
Per cent. op. expenses to total receipts.....	70.4	62.6	64.1	67.0	61.1

*1900, increased by premiums on sale of stock, $40,430, of which $23,000 was charged to depreciation, $7,500 to Accident Insurance fund and $5,000 to renewal fund.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses.........	$18,721	$13,553	$15,165	$11,740	$16,616
Maint. of way and bldgs...	9.668	7,879	8,066	7,095	8,985
" " equip.........	11,336	8,343	9,142	9,898	13,025
Transportation expenses...	50,553	53,895	53,804	65,336	70,601
Total.................	$86,177	$90,278	$86,177	$94,069	$109,227

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Passengers carried..	2,148,723	2,082,032	2,178,863	2,825,880	3,371,974
Car miles run......	631,137	661,773	671,274	778,089	800,785
Tot. rcpts. p. car mile	$.203	$.202	$.199	$.180	$.223
Oper. ex. p. car mile	.143	.126	.128	.121	.136

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road..........	$254,746	$256,549	$327,000	$344,242	$365,749
" equipment.....	70,210	83,715	93,938	104,818	113,227
Land and buildings....	86,672	75,470	111,872	112,675	108,443
Other permanent invest.	500	21,389	22,347	30,531	38,816
Cash assets............	15,254	5,730	3,043	4,517	15,423
Material and supplies...	8,809	11,172	15,139	18,958	27,154
Total	$436,191	$454,026	$573,339	$615,741	$666,812
LIABILITIES.					
Capital stock..........	$250,000	$250,000	$250,000	$250,000	$350,000
Funded debt..........	30 000	150,000	150,000	150,000	150,000
Accrued dividends.....	10,000				
Notes payable.........	121,046	26,871	130,000	190,000	125,000
Other liabilities........	10,413	11,866	25,677	7,450	18,035
Profit and loss (surplus)	14,732	15,289	17,662	18,291	23,777
Total	$436,191	$454,026	$573,339	$615,741	$666,812

PLANT AND EQUIPMENT.—Miles of track (electric), 25.3; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. T and girder rail; 23 closed and 31 open motor cars; 1,260 H. P. West. engines, 1,082 H. P. West. dynamos 100 West. motors, Dillon boilers, American, Brill, Jones, Newburyport, Stephenson, Wason and Lamokin cars, Bemis trucks.

OFFICERS.—Pres. Henry A. Willis, V. Pres. Herbert I. Wallace, Clerk Charles F. Baker, Treas. Robert N. Wallis, Supt. Wesley W. Sargent.

DIRECTORS.—Henry A. Willis, Herbert I. Wallace, Edgar F. Belding, Charles F. Baker, George E. Clifford, George N. Proctor, Wesley W. Sargent.

GENERAL OFFICE, Fitchburg, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, Feb., 1901. z

Fitchburg & Suburban Street Railway Co.—Chartered Mar., 1898, to build an electric railway from Fitchburg to Leominster, a distance of 5 miles. This road began operation July 16, 1898. In Oct., 1900 this company was consolidated with the Worcester & Clinton Street Ry. Co. and the Clinton & Hudson Street Ry. Co. into the Leominster & Clinton Street Ry. Co.

CAPITAL STOCK, authorized and issued, $188,000.

OPERATION.—	Period from July 16 to Sept. 30, 1898.	—Year ending— Sept. 30, 1899.	Sept. 30, 1900.
Receipts from passengers..........	$5,638	$22,421	$25,397
" " other sources........	152	175	4
" total..........................	5,790	22,596	25,401
Operating expenses	3,760	16,210	25,277
Earnings from operation............	2,030	6,386	124
Deductions from earnings...........	343	5,145	3,770
Net income..........................	1,687	1,241	*3,646
Total surplus account...............	1,687	2,928	*3,870

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried......................	448,425	552,251
Car miles run....................................	138,352	171,962
Total receipts per car mile.........................	$.163	$.1477
Operating expenses per car mile..................	.117	.1469

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road............................	$64,580	$76,397	$108,895
Cost of equipment.......................	18,089	21,129	33,394
Other permanent invest.................	8,326	12,976	64,342
Cash and current assets.................	420	1006	1,380
Material and supplies...................	600	4,137	3,494
Other assets	749	624	
Profit and loss (deficit)..................			3,870
Total..................................	$92,764	$116,269	$215,375
LIABILITIES.			
Capital stock............................	$50,000	$50,000	$188,000
Bills and accounts payable..............	40,776	63,341	27,287
Other liabilities.........................	301		88
Profit and loss (surplus).................	1,687	2,928	
Total..................................	$92,764	$116,269	$215,375

PLANT AND EQUIPMENT.—Miles of track, electric, 6.83; gauge 4 ft. 8½ in., 58 lb. T and 75 lb. girder rail; 17 motor cars, and 1 construction car, 1 snow plow; 200 K. W. power of station plant; West. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. H. L. Pierce, V. Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Supt. Geo. H. Burgess.

DIRECTORS.—H. L. Pierce, James A. Parker, I. McD. Garfield, B. W. Warren, Andrew J. Peters, Francis R. Hart, Fred'k W. Kendrick, Samuel E. Winslow.

GENERAL OFFICE, Leominster, Mass.

Date of information, Jan., 1901. z

FLORENCE, COL.

Population in 1900, 3,728.

Florence Electric Street Railway Co.—This company was organized in 1900 to construct an electric railway, 21 miles in length, and construction work has been commenced.

Capital Stock, $500,000; par value, $100 per share.

Officers.—Pres. & Gen. Man. Thos. T. Robinson (Boston), V. Pres. & Treas. H. A. Cook, Sec. Henry Robinson, Ch. Engr. R. L. Kelly.

General Office and Power Station, Florence, Col.

Date of information, Feb., 1901. d

FLINT, MICH.

Population in 1880, 8,400, in 1890, 9,800, in 1900, 13,103.

Pontiac-Flint Electric Railway Co.—Organized 1900, and construction work commenced at Waterford in May, to construct an electric railway from Flint to Pontiac, connecting there with the Detroit & Pontiac Ry. It is proposed to run cars through from Flint to Detroit, 40 miles. Power station located at Holly, Mich.

Date of information, June, 1900. x

FOND DU LAC, WIS.

Population in 1880, 13,094, in 1890, 12,024, in 1900, 15,110.

Fond du Lac Street Railway & Light Co.—Incorporated in Apr., 1899, to control the street railways of Fond du Lac. In Jan., 1900, an extension to North Fond du Lac was placed in operation.

Capital Stock, $150,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized $250,000, issued, $210,000; dated July 1, 1899, due 1924; denom. $500; int. payable Jan. and July at office of Wisconsin Trust Co., of Milwaukee, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 6.6; gauge, 4 ft. 8½ in.; 60 lb. T and 80 lb. girder rail; 13 motor cars; West. generators, Allis engines, American cars, Peckham trucks.

Officers.—Pres. & Gen. Man. T. F. Grover, Sec. & Treas. W. E. Cole, Ch. Engr. F. M. Bingham.

General Office, Fond du Lac, Wis.

Reference.—Description, Vol. XVI, Dec. 1, '00, p. 1149 (ill.).

Date of information, Feb., 1901. z

FORT MADISON, IA.

Population in 1880, 4,679, in 1890, 7,906, in 1900, 9,278.

Fort Madison Street Railway Co.—Chartered Jan. 17, 1888, in perpetuity. Annual meeting June 14.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Funded Debt, authorized, $25,000, issued, $23,000.

Dividends, 2 p. c. payable June and Nov., at First National Bank, Fort Madison.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 56 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; West. dynamos and motors, Wells & French cars.

Officers.—Pres. & Gen. Man. D. A. Morrison, Sec. Chas. H. Peters, Treas. J. C. Brewster, Elecn. E. R. Mitchell.

General Office, Santa Fe Ave., Fort Madison, Ia.

Date of information, Dec., 1900. d

FORT MEADE, FLA.

Population in 1880, 105, in 1890, 267, in 1900, 261.

Fort Meade Street Railway Co.—Chartered Jan., 1886, for 99 years. Annual meeting third Tuesday in Jan.

Capital Stock, authorized $10,000, issued, $6,000; par value, $50 per share.

Funded Debt.—None.

Dividends.—In 1891, 1892, 1893 and 1894, 8 p. c.; since 1895, 7 p. c. annually.

Plant and Equipment.—Miles of track (horse), 1.5; gauge, 3 ft.; 25 lb. and 30 lb. T rail; 2 horses, 2 horse cars.

Officers.—Pres. Max Reif, V. Pres. H. L. Rockner, Sec. W. H. Francis, Treas. E. O. Flood, Gen. Man. and Pur. Agt. J. G. Carter.

Directors.—L. B. Flood, Max Reif, H. L. Rockner, J. G. Carter, W. H. Francis.

Date of information, Feb., 1901. z

FORT SCOTT, KAN.

Population in 1880, 5,372, in 1890, 11,946, in 1900, 10,322.

Citizens Railway Co.—This company is a successor to the Fort Scott Rapid Transit Co.

Capital Stock, authorized, $60,000, issued, $40,000.

Funded Debt, authorized, $60,000, issued, $40,000.

Plant and Equipment.—Miles of track, 10; operated by electricity, 8.5, by horses, 1.5; gauge, 4 ft.; 35 lb. T rail; 2 horses, 12 cars, of which 6 are motor cars and 6 trail cars; Beck engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. W. C. Perry, V. Pres. & Gen. Man. W. H. Frost, Sec. & Treas. John H.Crain, Elecn. J. Tegarden.

Directors.—W. C. Perry, W. H. Frost, John H. Crain, S. F. Griggs, C. N. Voss.

General Office, 11 E. Wall St.

Date of information, Jan., 1900. z

FORT SMITH, ARK.

Population in 1880, 3,099, in 1890, 11,311, in 1900, 11,587.

Fort Smith Traction, Light & Power Co.—Charter and municipal franchise granted in 1898 for 50 years. This company has acquired by purchase the franchises and equipment of the Fort Smith St. Railway Co., and operates a complete lighting plant, holding contract to light the city for ten years.

Capital Stock, authorized, $200,000, issued, $195,500.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized $2,000,000, issued, $155,500; dated Jan. 1, 1899, due Jan. 1, 1929; int. payable Jan. and July, at the office of the Mississippi Valley Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 6; guage, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; 400 h. p. boilers, 2-150 h. p. Porter-Allen engines, 2-100 k. w. West. generators.

Officers.—Pres. Sam'l McLoud, V. Pres. C. H. Smith, Sec. & Gen. Man. A. N. Sicard, Treas. J. E. Foster, Ch. Engr. & Elecn. L. R. Robertson.

Directors.—Sam'l McLoud, R. C. Kerens, C. H. Smith, J. E. Foster, A. N. Sicard.

General Office, cor. Third and A Sts.

Date of information, Feb., 1901. z

Fort Smith & Van Buren Light & Transit Co.—This company began operation in 1895.

Capital Stock, authorized, $20,000, issued, $18,300; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $20,000, issued $18,300, int. payable Jan. and July.

Plant and Equipment.—Miles of track, (electric) 1.5; gauge, 4 ft. 8½ in; 60 lb. T rail; 2 motor cars; 150 k. w. West generator; 350 h. p. Buckeye engine; Walker motors, St. Louis cars and trucks.

Officers.—Pres. E. R. Thomas, V. Pres. G. T. Sparks, Sec. and Gen. Man. R. G. Hunt, Elecn. J. F. Johnson.

General Office, 508 Garrison Ave., Fort Smith, Ark.

Date of information, Feb., 1901. x

FORT WAYNE, IND.

Population in 1880, 26,880, in 1890, 35,393, in 1900, 45,115.

Fort Wayne Traction Co.—This company was organized in Oct., 1899, as the successor to the Fort Wayne Consolidated Ry. Co., which was sold at foreclosure sale.

Capital Stock.—Common, $1,000,000; preferred, $1,000,000; 5 p. c. non cumulative; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $1,500,000, issued, $1,250,000; dated Oct. 1, 1899, due 1939; int. payable Apr. and Oct..; trustee of mortgage, the Guardian Trust Co., of Cleveland, O.

Plant and Equipment.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 95 motor cars; 1,400 h. p. station plant; Gen. Elec. dynamos and motors; Stephenson, Jackson & Sharp and Brill cars.

Officers.—Pres. H. P. Eells, Sec. & Treas. H. P. McIntosh, Gen. Man. A. L. Scott.

Directors.—Jno. H. Bass, G. A. Garretson, H. P. McIntosh, Jas. Parmelee, J. H. Wade, H. P. Eells, E. H. Bourne.

General Office, 18 Holman St., Fort Wayne, Ind.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150 (ill.).

Date of information, Mar., 1901. z

FORT WORTH, TEX.

Population in 1880, 6,663, in 1890, 23,076, in 1900, 26,688.

Dallas, Fort Worth & Southern Electric Railway Co.—This company was organized to consolidate the Fort Worth St. Ry., with the Dallas Consolidated St. Ry., and to construct an interurban electric railway connecting the two cities, 32 miles in length. In Jan. 1901, plans of organization had not been announced, but it was expected that the outstanding securities of the constituent companies were to be retired by the issue of new securities by the new company which will control 75 miles of track. The interurban line is now under construction and will be placed in operation early in 1901.

Capital Stock, $1,500,000, paid in $300,000.

Officers.—Gen Mans. George T. Bishop and John Sherwin.

Date of information, Jan., 1901. x

The Fort Worth Street Railway Co.—Chartered 1876, for 99 years. Municipal franchise granted in 1876, for 99 years. This company purchased the property of the North Side Street R. R. Co., which was sold under foreclosure of mortgage on Nov. 20, 1894, and operates jointly with the City Ry. Co. at equal expense to each. In 1900 a controlling interest in the capital stock of this company was acquired by the newly organized Dallas, Fort Worth & Southern Electric Ry. Co.

CAPITAL STOCK, authorized, $250,000, issued, $150,000, in treasury, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized, $250,000, issued, $150,000, in treasury, $100,000; dated July, 1896, due Jan., 1926; int. payable Jan. and July, at office of Mercantile Trust Co., at Fort Worth or New York.

Treasury bonds may be issued for purchasing other lines or for extensions.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft.; 35 lb. and 52 lb. T rail; 21 cars, of which 19 are motor cars and 2 trail cars, 11 dummy engines; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell cars, Bemis and Peckham trucks.

OFFICERS.—Pres. K. M. Van Zandt, V. Pres. Morgan Jones, Sec. W. E. Kauffman, Treas. & Gen. Man. F. M. Haines, Supt. W. P. Quigg, Ch. Engr. & Ch. Engr. of Power Station Sherman Horn, Elecn. J. E. S. Lee.

DIRECTORS.—K. M. Van Zandt, Morgan Jones, J. B. Coffinberry, F. M. Haines, W. E. Kauffman.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road, Vol. X, June, '94, p. 369 (ill.); Vol. X, Souv., '94, p. 46.

Date of information, Jan., 1901. x

City Railway Co.—This property is operated jointly with the Fort Worth St. Ry. Co. at equal expense to each. In 1900 a controlling interest in the capital stock of this company was acquired by the Dallas, Fort Worth & Southern Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft.; 30 lb. and 35 lb. T rail; 2 horses, 16 cars, of which 14 are motor cars and 2 trail cars; Ide engines, Detroit dynamos and motors, Pullman cars; rent power.

OFFICERS.—Pres. Morgan Jones, Sec. W. E. Kauffman, Treas. & Gen. Man. F. M. Haines.

DIRECTORS.—Morgan Jones, W. E. Kauffman, F. M. Haines.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road (brief), Vol. X, June, '94, p. 371; (very brief) Vol. X, Souv., '94, p. 47.

Date of information, Jan., 1901. x

Glenwood & Polytechnic College Street Railway Co.—This is a consolidation of the Glenwood & Polytechnic R. R. Co. and the Mistletoe Heights Street Ry. Co. This company, which had leased the lines of the Fort Worth & Arlington Heights Street Ry. Co., purchased the property in July, 1900.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 6 in.; 30 lb. T rail; 8 motor cars; Ideal engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. T. Voss, Sec. & Treas. W. Brooks, Ch. Engr. & Ch. Engr. of Power Station W. G. Clark, Elecn. W. E. Voss.

GENERAL OFFICE, Fort Worth, Tex.

REFERENCE.—Description of road (brief), Vol. X, June '94, p. 371.

Date of information, Jan., 1901. x

Fort Worth & Arlington Heights Street Railway Co.—This company is a consolidation of the Fort Worth & Arlington Heights Ry. Co., the Fort Worth Land & Investment Co., the Arlington Heights Electric Light Co., and the Arlington Heights Water Co. In July, 1900, this company's property was purchased by the Glenwood & Polytechnic College Street Ry. Co., which had previously operated the 6 miles of track under a five year lease.

Date of information, Jan., 1901. x

FRAMINGHAM, MASS.

Population in 1880, 6,235, in 1890, 9,239, in 1900, 11,302.

Framingham Union Street Railway Co.—Chartered in 1877.

CAPITAL STOCK, authorized, $60,000, issued, 30,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $50,000; dated 1889, due 1909; int. payable Jan. and July, at office of International Trust Co., of Boston.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$17,996	$19,311	$29,954	$31,449	$35,347
" other sources.......	721	625	470	699	446
" total...............	18,717	19,936	30,424	32,148	35,793
Operating expenses.........	14,184	13,832	18,458	18,309	21,009
Earn. from operation.........	4,533	6,104	11,966	13,839	14,784
Deductions from earnings.					
Interest................	2,690	2,647	3,855	6,636	5,758
Taxes..................	898	290	327	842	1,283
Other deductions.........	945				156
Net income.................	0,000	3,167	7,783	6,361	7,587
Total surplus account........	7,101	2,335	4,104	10,013	16,974

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses.......	$ 2,746	$ 2,539	$ 3,947	$ 3,273	$ 5,883
Transportation expenses.	9,537	8,979	12,578	12,506	14,022
Maint. of way and bldgs.	891	1,100	700	863	372
" " equipment....	1,010	1,214	1,234	1,667	732
Total...............	$14,184	$13,832	$18,458	$18,309	$21,009

STATISTICS OF TRAFFIC.

Year ending Sept. 30	1896.	1897.	1898.	1899.	1900.
Passengers carried......	400,120	423,676	636,673	680,140	660,021
Car miles run..........	82,073	87,106	111,966	135,332	146,563
Total recpts. per car mile	$.228	$.229	$.272	$.237	$.244
Oper. expen. per car mile	.173	.159	,165	3.27	.143

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.......	$ 85,071	$108,675	$110,238	$111,240	$113,797
" equipment..	20,508	18,428	21,196	23,953	25,549
Cash and cur'nt as'ts	2,862	2,392	3,674	2,850	3,224
Land and buildings.	10,891	10,890	11,768	11,768	8,768
Other assets.......	1,269	450	541	742	742
Total.........	$120,601	$140,835	$147,417	$150,553	$152,080
LIABILITIES.					
Capital stock......	$ 60,000	$ 60,000	$ 30,000	$ 30,000	$ 30,000
Funded debt.......	50,000	50,000	50,000	50,000	50,000
Other liabilities....	3,500	28,500	63,314	60,540	55,106
Profit and loss (sur.)	7,101	2,335	4,104	10,013	16,974
Total.........	$120,601	$140,835	$147,417	$150,553	$152,080

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 35 lb. T and side bearing rail; 11 motor cars and 2 horse cars, 2 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. James F. Shaw, Sec. & Treas. G. A. Butman, Supt. A. C. Ralph.

DIRECTORS.—W. M. Butler, F. E. Gregory, G. A. Butman, Edward P. Shaw, Jas. F. Shaw.

GENERAL OFFICE, Marlboro, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 484; operating detail, Vol. XIV, Sept., 98, p. 489.

Date of information, Feb., 1901. z

FRANKFORT, KY.

Population in 1880, 6,958, in 1890, 7,892, in 1900, 9,487.

Frankfort & Suburban Railway Co.—This company is the successor, by purchase, to the Capital Railway Co., which was sold in June, 1897.

CAPITAL STOCK, $10,000.

FUNDED DEBT, authorized, $40,000, issued, $30,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25; 45 lb. and 56 lb. T rail; 5 cars, of which 4 are passenger motor cars and 1 freight motor car, Hamilton Corliss engines, Jenney dynamos, West. motors.

OFFICERS.—Pres. Chas. R. Crain, V. Pres. P. McDonald, Sec. Treas. & Gen. Man. John T. Buckley.

DIRECTORS.—C. R. Crain, W. S. Rabbits, C. C. Kirkpatrick, Springfield, O.; P. McDonald, John T. Buckley, Frankfort, Ky.

GENERAL OFFICE, Frankfort, Ky.

REFERENCE.—Description of road, Vol. X, June, '94, p. 376 (ill.).

Date of information, Feb., 1901. z

FRANKFORT, N. Y.

Population in 1880, 1,085, in 1890, 2,291, in 1899, 2,664.

Frankfort & Utica Street Railway Co.—Chartered Feb. 6, 1895. Annual meeting second Tuesday in Mar. This company projects an electric railway from Frankfort to Utica, and Frankfort to Herkimer, a distance of 12 miles, and expects to place the road in operation in 1901.

Capital Stock, authorized and issued, $70,000; par value, $100 per share.

Cost of road to June 30, 1900, $70,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $70,000.

Officers.—Pres. Wm. F. Lansing, Sec. Jno. D. Henderson, Treas. Jno. A. Giblin, Ch. Engr. S. E. Babcock.

Directors.—T. E. O'Shea, M. F. Griggs, Wm. F. Lansing, Thomas F. Ward, Robt. Earl, 2nd, Geo. A. May, Jno. D. Henderson, Jno. C. Giblin Jas. Conkling.

General Office, Herkimer, N. Y.

Date of information, Feb., 1901. z

FRANKLIN, PA.

Population in 1890, 6,221, in 1900, 7,317.

Franklin Electric Street Railway Co.—Chartered Aug. 4, 1893. Annual meeting third Thursday in Jan. On Feb. 9, 1895, this company leased the property of the Franklin & Oil City Electric Street Ry. Co., which it also operates.

Capital Stock, authorized and issued, $60,000; par value, $50 per share.

Funded Debt, authorized and issued, $50,000.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$13,834	$13,762	$13,651	$14,436	$16,915
Operating expenses	11,465	12,336	12,132	11,963	14,094
Earnings from operation	2,369	1,426	1,519	3,473	2,821

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$ 84,752	$84,752	$87,393	$102,272
" equipment	1,000	3,861	1,904	3,818
Real estate	2,298	2,561	2,579	
Paid to directors, as per report, June 30, 1895	20,800	20,800	20,800	
Cash				4,669
Material and supplies				218
Profit and loss (deficit)				81
Total	$108,850	$111,974	$112,676	$111,058
LIABILITIES.				
Capital Stock	$60,000	$60,000	$60,000	$60,000
Funded debt	2,000	2,000	2,000	50,000
Unfunded debt	43,053	44,660	49,495	1,058
Surplus	3,796	5,313	1,181	
Total	$108,850	$111,974	$112,676	$111,058

Plant and Equipment.—Miles of track (electric), 3.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars; rent power.

Officers.—Pres. D. J. Geary, V. Pres. Wm. Hasson, Treas. James Hasson, Sec. F. W. Brown, Gen. Man. J. R. Fobes.

Directors.—D. J. Geary, Wm. Hasson, H. I. Beers, Eugene Liebel, Amos Steffee, P. C. Boyle, D. T. Borland.

General Office, Franklin, Pa.

Date of information, Feb., 1901. z

FREDERICK, MD.

Population in 1880, 8,659, in 1890, 8,193, in 1900, 9,296.

Frederick & Middletown Railway Co.—This company operates under lease the road of the Myersville & Catoctin Ry. Co.

Capital Stock, authorized, $100,000; issued, $44,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $70,000; dated Jan. 1, 1897, due 1917; denom. $1,000; coupon, but may be registered; int. payable Jan. and July at office of Maryland Trust Co., of Baltimore, Md., trustee of mortgage.

Floating Debt, $6,000.

Plant and Equipment.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 60 lb. rail; 37 cars, of which 5 are motor cars, 2 trail cars and 30 freight cars; Gen. Elec. dynamos, 450 k. w. Walker motors, 700 h. p. Station plant, New Castle, Brill and Stephenson cars.

Officers.—Pres. Geo. W. Smith, V. Pres. D. E. Kefauver, Sec. D. M. A. Sherretts, Treas. T. H. Haller.

General Office.—Frederick City, Md.

Date of information, Feb., 1901. z

Myersville & Catoctin Railway Co.—This company has leased its road to the Frederick & Middletown Ry. Co.

Plant and Equipment.—Miles of track, electric, 5.5; gauge 4 ft. 8½ in.; 60 lb. rail.

Officers.—Pres. Cyrus Flook, V. Pres. John C. Leatherman, Sec. Chas. Johnson, Treas. W. M. Bittle.

Date of information, Feb., 1901. z

Washington, Frederick & Gettysburg Electric Railway Co.—This company was chartered Apr. 9, 1898, and municipal franchise was granted 1899 to construct an electric railway from Frederick City to Gettysburg, Pa., and from Frederick City to Washington, D. C., about 55 miles.

Capital Stock, authorized, $1,000,000; par value, $50 per share.

Officers.—Pres. L. V. Baughman, V. Pres. D. C. Winebrenner, Sec. Charles C. Waters, Treas. Franklin B. Smith.

Directors.—L. V. Baughman, D. C. Winebrenner, C. C. Waters, F. B. Smith, Chas. Wertheimer, Alex Ramsberg, C. E. Cassell, Jno. Stoner, Chas. Shipley, E. R. Zimmerman, I. S. Annan, D. C. Walker, C. R. Nutt, Jno. Baumgartner, Wm. H. Hicks, L. C. Brien, T. E. R. Miller.

General Office, Frederick City, Md.

Date of information, Feb., 1901. z

FREDONIA, N. Y.

Population in 1880, 2,692, in 1890, 3,399, in 1900, 4,127.

Dunkirk & Fredonia Railroad Co.—Chartered Apr. 21, 1864. Charter extended for 950 years in 1890; amended in 1891. Annual meeting third Monday in July.

Capital Stock, authorized, $150,000, issued, $122,950; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $40,000; dated July 1, 1891, due 1911; denom. $100, $500 and $1,000; int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

Second mortgage 5 p. c. coupon bonds, authorized and issued (see note) $21,000, dated July 1, 1898, due 1911, int. payable Jan. and July.

Note.—Second mortgage bonds were issued to cancel outstanding loans $21,000.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers	$19,885	$18,889	$19,410	$20,419	$20,807
" other sources	6,983	7,235	6,658	9,375	8,161
" total	26,868	26,123	26,068	29,794	28,968
Operating expenses	15,037	12,386	12,308	12,790	15,116
Earnings from operation	11,831	13,737	13,760	17,004	13,852
Taxes and fixed charges	4,472	4,508	4,218	5,686	4,580
Net income	7,359	9,230	9,542	11,318	9,272
Dividends paid	6,000	6,000	6,486	6,972	4,648
Other deductions			†15,000		
To surplus account	1,359	3,230	‡11,944	4,346	4,624
Total sur. account	10,997	14,227	2,283	6,629	11,253

†15 p. c. stock dividend.
‡Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$1,359	$1,062	$1,207	$1,023	$1,302
Transportation expenses	10,299	9,561	8,535	8,433	9,609
Maint. of way and bldgs	1,873	1,001	826	2,056	1,977
" " equip	1,506	762	1,740	1,278	2,228
Total	$15,037	$12,386	$12,308	$12,790	$15,116

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	223,498	213,843	242,062	227,568	226,298
Car miles run	72,142	60,060	61,687	58,800	58,765
Total receipts per car mile	$.373	$.435	$.422	$.507	$.493
Oper. expenses per car mile	.208	.206	.200	.217	.257

Dividends.—In 1895, 1896, 1897, 1898 and 1899, 6 p.c. in 1900 4 p.c.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$143,979	$118,908	$119,359	$120,304	$131,767
" equipment	29,640	56,249	58,240	58,785	86,103
Material and supp.			300	500	784
Open accounts	693	1,153	1,021	810	876
Other assets	530	9,944	9,594	9,650	9,594
Total	$174,842	$186,254	$188.514	$190,049	$229,124
LIABILITIES.					
Capital stock	$100,000	$100,000	$116,200	$116,200	$117,362
Funded debt	40.000	40,000	40,000	61,000	61,000
Int. on funded debt, due and accrued	11	11	11		366
Loans	11,700	21,294	21,294		34,500
Accts. payable, paving debt	11,635	9,830	8,025		
Overdraft at bank	499	892	701		
Other liabilities				6,220	4,643
Profit and loss (sur)	10,997	14,227	2,283	6,629	11,253
Total	$174,842	$186,254	$188,514	$190,094	$229,124

Plant and Equipment.—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 42 lb. and 60 lb. T and girder rail; 7 motor and 12 trail cars; Dick & Church and Noye engines, Walker, Gen. Elec. and West. dynamos and motors, Brill and Briggs cars.

Officers.—Pres. Frank May (Dunkirk, N. Y.), Sec. Treas. Pur. Agt. & Man. Milton M. Fenner (Fredonia, N. Y.), Ch. Engr. of Power Station A. Kusneske.

Directors.—Geo. Barker, Milton M. Fenner, Frank P. Fenner, Louis McKinstry, Fredonia, N. Y.; Frank May, Dunkirk, N. Y.

General Office, Fredonia, N. Y.

Date of information, Dec., 1900. b

FREEPORT, ILL.

Population in 1880, 8,516, in 1890, 10,189, in 1900, 13,258.

Freeport General Electric Co.—Chartered Oct., 1895, as a reorganization of the Freeport Electric Co., which was sold under foreclosure of mortgage. In Mar., 1899, W. O. Johnson, Chicago, Ill., was appointed receiver of this company.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, issued, $125,000; int. payable Mar. and Sept.

Plant and Equipment.—Miles of track (electric), 6, gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 horse, 16 cars, of which 10 are motor cars and 6 trail cars; 375 h. p. engines, 675 h. p. dynamos; Ball and Ball & Wood engines, Campbell & Zell and Babcock & Wilcox boilers, Gen. Elec. and West. dynamos, West. motors, Brill and Wells & French cars, Brill and Chicago trucks.

Officers.—Receiver, W. O. Johnson, Pres. J. C. Sibley, Sec. S. A. Megeath, Treas. Chas. Miller, Gen. Man. for Receiver, Albert Barnes, Supt. C. J. Bockbolt, Ch. Engr. of Power Station Chas. Pfeiffer.

Directors.—Joseph C. Sibley, Charles Miller, Howard Mutchler, John B. Taylor, R. S. Brown, H. J. Moogk.

General Office.—Freeport, Ill.

Reference.—Pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Feb., 1901. z

FREMONT, NEB.

Population in 1880, 3,013, in 1890, 6,747, in 1900, 7,241.

City Street Railway Co.

Capital Stock, $45,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (horse), 6.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 7 horse cars.

Officers.—Pres. F. Fowler, V. Pres. F. Meyer, Sec. Treas. & Gen. Man. E. N. Morse.

Directors.—F. Fowler, F. Meyer and E. N. Morse.

General Office, Fremont, Neb.

Date of information, Mar., 1901. r

FREMONT, O.

Population in 1880, about 5,000 (local estimates), in 1890, 7,190, in 1900, 8,439.

Creager Electric Light and Power Co.—This company has been organized as the successor to the Fremont Street Ry. Co., which was sold at receiver's sale on Nov. 18, 1895, to Dr. F. Creager. The plant is operated by water power with steam only an accessory. Electric lighting is the principal business.

Capital Stock, $50,000.

Plant and Equipment.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 2 motor cars; 3-250 k. w. generators, Card motors, West. water wheels.

Officers.—Pres. & Gen. Man. Dr. Frank Creager, Ch. Engr., G. Moore, Sr., Elecn. Harry Fisher.

Date of information, Jan., 1901. z

Toledo, Fremont & Norwalk Interurban Railroad Co.—This company was organized in 1899 to construct an electric railway from Fremont to Toledo, about 65 miles. In Feb., 1901, the road was in operation from Toledo to Monroeville and the remaining 8 miles to Norwalk are to be completed immediately.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000; dated Jan. 1, 1900, due 1920; denom. $500 and $1,000; subject to call at 110 after Jan. 1, 1905; int. payable when issued at office of Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 61.62; gauge, 4 ft. 8½ in.; 75 lb. rail; 25 motor cars, 5000 h. p. station plant, West. engines, generators and motors, Barney & Smith cars and trucks.

Officers.—Pres. S. F. Angus, V. Pres. W. B. Comstock, Sec. W. A. Comstock, Treas. A. W. Comstock, Gen. Man. F. J. Stout, Ch. Engr. C. F. Turner, Elecn. W. R. W. Griffin.

Directors.—S. F. Angus, W. B. Comstock, W. A. Comstock, A. W. Comstock, S. A. Angus, Henry A. Haigh, Jno. M. Sherman, W. B. McConnel, C. H. Gallup, S. F. Crawford, H. C. Webster.

General Office, 910 Majestic Bldg., Detroit, Mich., and at Fremont, O.

Power Station, Fremont, O.

Date of information, Feb., 1901. z

FRESNO, CAL.

Population in 1880, 1,112, in 1890, 10,818, in 1900, 12,470.

Fresno Railroad Co.

Capital Stock, $200,000.

Plant and Equipment.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. rail; 7 horses, 7 horse cars.

Officers.—Pres. Dr. L. Leach, V. Pres. R. E. Hughes, Sec. N. I. Baldwin, Treas. L. Einstein.

Date of information, May, 1900.

Fresno, Belmont & Yosemite Railroad Co.—This road is leased to C. L. Walter.

Capital Stock, $500,000.

Plant and Equipment.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. rail; 18 horses, 6 horse cars; Stockton cars.

Officers.—Pres. T. C. White, V. Pres. H. P. Hedges, Sec. J. P. Vincent, Gen. Man. C. L. Walter.

Date of information, May, 1900.

FRYEBURG, ME.

Population in 1880, 1,633, in 1890, 1,418, in 1900, 1,376.

Fryeburg Horse Railroad Co.—Chartered Mar. 3, 1887, for 20 years. Municipal franchise granted July, 1887, for 20 years. Annual meeting first Tuesday in June. In March, 1897, this company was granted permission to extend its lines and equip with electricity or compressed air.

Capital Stock, authorized, $20,000, issued, $5,075; par value, $25 per share.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.	1900.
Gross receipts	$709	$718	$692	$502	$614	$668
Operating expenses	586	693	638	386	472	519
Earnings from operation	123	25	54	116	142	149
Deductions from income	103	3	107	102	103	150
Net income	20	22	*53	14	39	*1
To surplus account	25	22	*6			

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.	1900.
Cost of road	$6,563	$6,492	$6,492	$6,492	$6,492	$6,492
" equipment	1,113	1,182	958	958	834	794
" land and bldgs			224	224	224	224
Cash	24	47				
Total	$7,700	$7,721	$7,674	$7,674	$7,550	$7,510
LIABILITIES.						
Capital stock	$5,075	$5,075	$5,075	$5,075	$5,075	$5,075
Other liabilities	703	745	785	727	627	573
Profit and loss (surp.)	1,922	1,901	1,814	1,872	1,848	1,862
Total	$7,700	$7,721	$7,674	$7,674	$7,550	$7.510

Plant and Equipment.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 16 lb. steel T rail; 1 horse, 4 horse cars.

Officers.—Pres. Freeman Hatch, Sec. Gen. Man. & Supt. Seth W. Fife, Treas. C. W. Pike.

Directors.—Freeman Hatch, Seth W. Fife, C. W. Pike, E. C. Farrington, John Locke.

General Office, Fryeburg, Me.

Date of information, Feb., 1901. b

FULTON, N. Y.

Population of Fulton and Oswego Falls in 1880, 5,772, in 1890, 6,035, in 1900, 8,500.

Fulton & Oswego Falls Street Railway Co.—Chartered Sept. 21, 1885. This company was consolidated with the Oswego Street Ry. Co. in 1896, forming the Lake Ontario & Riverside Ry. Co., which was placed in the hands of F. H. Tidman, as receiver on Oct. 3, 1896. On Apr. 15, 1899 the properties of the consolidated companies were sold separately at receiver's sale. The Oswego Street Ry. portion was reorganized as the Oswego Traction Co., and the Fulton & Oswego Falls Street Ry. portion remained in possession of and was operated by the receiver until Edward Quirk was appointed receiver of this portion on Feb. 1, 1900, on the application of the original bondholders.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $15,000; dated July 16, 1886, due Jan. 1, 1897. These bonds are the original issue before consolidation, and are still standing as a lien upon this property.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.04; gauge, 4 ft. 8½ in.; 40 to 90 lb. rail; 3 cars.

OFFICERS.—Receiver & Supt. Edward Quirk.

GENERAL OFFICE, Fulton, N. Y.

Date of information, Feb., 1901. z

GADSDEN, ALA.

Population in 1880, 1,697, in 1890, 2,901, in 1900 (local estimates), 4,770; total population served by this road in 1900 (local estimates), 12,000.

Gadsden & Attalla Union Railway Co.—Chartered Mar. 29, 1890. Changed from steam to electric operation in June, 1899.

CAPITAL STOCK, authorized, $200,000, issued, $150,000.

FUNDED DEBT, authorized, $200,000, issued, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 45 lb. T rail; 12 motor cars, 2 baggage cars and 2 flat cars; Brill cars.

OFFICERS.—Pres. J. M. Elliott, Jr., V. Pres. C. A. Lyerly, Sec. Treas. Gen. Man. Supt. & Pur. Agt. J. H. Wragg.

GENERAL OFFICE, 123 N. 4th St.

Date of information, Apr., 1900. z

GAINESVILLE, GA.

Population in 1880, 1,919, in 1890, 3,202, in 1900 (local estimates), 5,400.

Gainesville & Hall County Street Railroad Co.

CAPITAL STOCK, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. crescent rail; 7 horses, 3 cars.

OFFICERS.—Pres. Sec. & Treas. H. H. Dean, V. Pres. A. D. Candler, Gen. Man. D. E. Evans.

GENERAL OFFICE, 10 Spring St., Gainesville, Ga.

Date of information, Feb., 1899. z

GAINESVILLE, TEX.

Population in 1880, 2,667, in 1890, 6,594, in 1900, 7,874.

Gainesville Park Street Railway Co.—Chartered 1884 for 50 years.

CAPITAL STOCK, $40,000.

FUNDED DEBT.—First mortgage 7 p. c. bonds, $40,000; dated 1889, due 1909; int. payable Apr. and Oct.; trustee of mortgage, International Trust Co., of Boston.

NOTE.—The company is said to have defaulted on the interest of its mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 36 lb. T rail; 16 horses, 8 horse cars.

OFFICERS.—Pres. J. M. Lindsay, Gen. Man. & Supt. G. W. Lindsay.

GENERAL OFFICE, Fort Worth, Tex.

Date of information, Feb., 1897.

GALESBURG, ILL.

Population in 1880, 11,437, in 1890, 15,264, in 1900, 18,607.

Galesburg Electric Motor & Power Co.—Chartered 1892, for 20 years. Renewed in 1900 for 20 years. Annual meeting second Monday in July. This is a consolidation of the College City Street Ry. Co. and the Galesburg Street Car Co.

CAPITAL STOCK, authorized and issued, $210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage bonds, authorized, $125,000, outstanding, $115,000; coupon, but may be registered; dated Sept. 1, 1892, due 1902; denom. $1,000; int. payable at office of Northern Trust Co., of Chicago, trustee of mortgage. Bonds may be called for payment after five years at 105 and accrued interest; $10,000 paid off.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 50 lb. T rail; 30 cars, of which 11 are motor cars and 19 trail cars; 700 H. P. West. engines, 1-200 K. W. generator, Frost boilers, West. dynamos and motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. Fred. Seacord, V. Pres. R. Chappell, Sec. & Treas. Loren Stevens, Ch. Engr. of Power Station R. W. Whippell, Elecn. Robert Stanley.

DIRECTORS.—Robert Chappell, G. L. Price, B. F. Arnold, Fred. Seacord, J. K. Mitchell, E. N. Williams, Loren Stevens, John J. Vivion, W. W. Babcock.

GENERAL OFFICE, 632 Main St.

Date of information, Jan., 1901. z

GALION, O.

Population in 1880, 5,635, in 1890, 6,329, in 1900, 7,282.

The Ohio Central Traction Co.—This company was incorporated in 1898 to construct an electric railway from Bucyrus to Galion, a distance of 12 miles, and line was placed in operation Aug. 16, 1899.

CAPITAL STOCK, $225,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $175,000; dated June 1, 1899, due 1919; denom. $1,000; coupon, but may be registered, no sinking fund provided; int. payable June and Dec., at office of New Haven Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.4; gauge 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars; American cars.

OFFICERS.—Pres. and Treas. S. C. Moorehouse, V. Pres. Fred'k C. Boyd, Sec. R. W. Johnston, Gen. Man. W. E. Haycox.

DIRECTORS.—S. C. Moorehouse, F. C. Boyd, New Haven, Conn., Wm. E. Hays, R. W. Johnson, A. W. Lewis.

GENERAL OFFICE, Galion, O.

POWER STATION, Galion, O.

REFERENCE.—Vol. XV, Aug., '99, p. 531.

Date of information, Jan., 1901. z

GALT, ONT.

Population in 1896 (local estimates), 8,000; in 1900, 9,000.

Galt, Preston & Hespeler Street Railway Co., Limited.—This is a combined passenger and freight road. In Sept. 1900, it was reported that this property had been purchased by the Cataract Power Co.

CAPITAL STOCK, authorized, $100,000, issued, $49,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of main line 9, of sidings, 2, total track (electric), 11; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 6 are motor cars, and 5 trail cars, 1 dummy engine; 250 H. P. station plant; Wheelock engines, West. & Gen. Elec. dynamos and motors, Taylor trucks.

OFFICERS.—Pres. & Gen. Man. Martin N. Todd, V. Pres. J. W. Leonard, Sec. & Treas. W. H. Lutz.

DIRECTORS.—J. D. Moore, W. H. Lutz, Frederick Clare, J. W. Leonard, David Speirs, M. N. Todd, George D. Forbes.

GENERAL OFFICE, North Water St., Galt, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.).

Date of infosmation, Feb., 1901. z

GALVESTON, TEX.

Population in 1880, 22,248; in 1890, 29,084; in 1900 (before the flooding of city), 37,789.

Galveston City Railroad Co.—Incorporated in Texas in 1900 as the successor to the Galveston City R. R. Co., which was chartered Oct. 1867, and whose properties where practically all destroyed by the "Galveston flood" of Sept., 1900. This company owns and operates the Gulf City R. R. Co.

Capital Stock, authorized and issued, common $400,000, preferred $400,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $600,000; dated Jan. 1, 1901, due 1941; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Operation.—Of the old company for year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts..........	$216,271	$212,661	$215,299	$220,820	$235,374
Oper'g ex. and taxes....	141,081	132,318	136,067	174,300	192,254
Earn'gs from operation..	75,191	80,343	79,232	46,520	43,120
Interest charges........	50,000	50,000	50,000		
Floating debt and sund's.		7,178			
Net income..............	25,191	23,165	29,232		
P. c. op. exp. to gr. rects.	65.2	62.2	63.2	78.9	81.6

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1896.	1897.	1898.
Cost road and equipment.	$1,104,728	$1,337,175	$1,386,757	$1,388,804
Cash assets..............	18,932	113,203	22,437	38,613
Other assets..............	287,386		125,760	125,564
Total...............	$1,411,046	$1,450,378	$1,534,954	$1,552,981

LIABILITIES.	1894.	1896.	1897.	1898.
Capital stock	$ 318,501	$ 318,501	$ 318,501	$ 318,501
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable	12,058	73,295	76,580	75,156
Other liabilities	28,293	35,392	90,144	124,392
Profit and loss (surplus)	52,194	23,190	49,729	34,932
Total	$1,411,046	$1,450,378	$1,534,954	$1,552,981

Plant and Equipment.—Of old company, miles of track (electric), 35.9; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 76 cars, of which 64 are motor cars and 12 trail cars; Buckeye and Cooper engines, West. and Gen. Elec. dynamos and motors, Laclede and St. Louis cars, Bemis, Dupont and St. Louis trucks.

Officers.—Pres. & Gen. Man. R. B. Baer, V. Pres. W. G. Oakman, Sec. A. Drouilhet, Treas. J. Lobit.

Directors.—Joseph Lobit, A. J. Walker, Julius Runge, Leon Blum, A. W. Fly, Gus. Mayhoff, John Sealy.

General Office, Ave. I and 21st St., Galveston, Texas.

References.—Description of road, Vol. X, May, '94, p. 311 (ill.); Vol. X, Souv., '94, p. 43; increase of bonds, Vol. X, June, '94, p. 410.

Date of information, Feb., 1901. x

GARDENVILLE, N. Y.

Buffalo, Gardenville & Ebenezer Railway Co.—Chartered June 19, 1895. This company commenced operation in Apr., 1896. Annual meeting first Saturday in September.

CAPITAL STOCK, authorized, $40,000, issued, $39,300.

FUNDED DEBT.—6 p. c. collateral notes, authorized, $25,000, issued, $22,000; dated June 22, 1898; int. payable monthly.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$9,491	$10,026	$11,633	$12,096
Operating expenses	8,019	8,206	9,657	10,322
Earnings from operation	1,473	1,820	1,976	1,774
Deductions from earnings.				
Interest			1,560	1,470
Taxes	109	183	239	189
Surplus	1,364	1,637	177	115
Total surplus	1,364	3,001	4,854	4,969

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	200,053	225,973	254,086	307,777
Car miles run	96,655	106,442	106,502	112,137
Total receipts per car mile	$.098	$.094	$.109	$.108
Operating expenses per car mile	.083	.076	.090	.092

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$30,421	$37,138	$54,857	$55,777	$55,805
" equipment	7,094	14,130	15,455	16,413	15,609
Bills receivable	2,490				
Cash		274	480	23	3
Other accounts		263	22	30	31
Material and supplies	19	247			
Profit and loss (deficit)	1,681				
Total	$41,705	$52,052	$69,814	$72,243	$71,448
LIABILITIES.					
Capital stock	$38,700	$38,700	$39,300	$39,300	$39,300
Funded debt			22,000	22,000	22,000
Loans	2,000	5,700		4,100	2,500
Accounts payable	1,005	5,625	4,929	1,484	2,090
Salaries and supplies		663	584	505	589
Profit and loss (surplus)		1,364	3,001	4,854	4,969
Total	$41,705	$52,052	$69,814	$72,243	$71,448

PLANT AND EQUIPMENT.—Miles of track (electric), 4.66; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor and 5 other cars; Noye engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. Chas. Schoepflin, V. Pres. J. L. Osgood, Sec. Samuel C. Rogers, Treas. E. H. Ballou, Ch. Engr. Robert Hill, Elecn. Frank Bailey, Track Supt. Fred. Slade.

DIRECTORS.—Charles Schoepflin, E. H. Ballou, Henry C. Lein, Gardenville, N. Y., Michael Ansteth, Ebenezer, N. Y.; J. Lester Osgood, Geo. H. Lamy, Samuel C. Rogers, Joseph Eberl, William C. Voss, Henry Moldt, Buffalo, N. Y.

GENERAL OFFICE, Gardenville, N. Y.

REFERENCE.—Description of road, Souv., Oct. '97, p. 590.

Date of information, Dec., 1900. b

GARDNER, MASS.

Population in 1880, 4,988, in 1890, 8,424, in 1900, 10,813.

Gardner, Westminster & Fitchburg Street Railway Co.—Part of this road was placed in operation Sept. 29, 1899, connecting Gardner and Westminster, and is to be extended to Fitchburg. On Dec. 18, 1899, the Gardner Electric Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $185,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $185,000, issued, $150,000; dated Feb. 1, 1900, due 1920; denom. $1,000.

OPERATION.—Year ending Sept. 30, 1900.

Receipts from passengers	$46,570
" " other sources	153
" total	46,723
Operating expenses	35,263
Earnings from operation	11,460
Deductions from earnings.	
Interest	4,289
Taxes	2,118
Other deductions	1,800
Net income	3,253

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$232,832	Capital stock	$185,000
" equipment	55,774	Funded debt	150,000
Other permanent invests.	88,653	Loans and notes payable.	35,051
Cash and current assets	1,530	Current liabilities	9,009
Other assets	4,641	Accrued taxes	1,117
		Profit and loss (surplus)	3,253
Total	$383,430	Total	$383,430

PLANT AND EQUIPMENT.—Miles of track (electric including Gardner Elec. Ry.), 16.1; 19 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. Edward F. Blodgett, Sec. & Treas. James A. Stiles, Supt. Frederick Le Noir.

DIRECTORS.—F. S. Coolidge, E. F. Blodgett, J. A. Stiles, A. S. Paton, W. S. Reed, G. R. Damon, F. S. Bolton.

GENERAL OFFICE, Gardner, Mass.

Date of information, Feb., 1901. z

Gardner Electric Street Railway Co.—This company commenced operation Sept. 29, 1894. On Dec. 18, 1899, this company was consolidated with the Gardner, Westminster & Fitchburg St. Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Dec. 18, 1899.
Receipts from pass.	$19,045	$17,519	$17,020	$16,214	$3,394
" other sources	154	102	83	45	
" total	19,199	17,621	17,103	16,259	3,394
Operating expenses	51,706	15,381	14,128	13,404	3,137
Earnings from oper'n	3,493	2,240	2,975	2,855	257
Deduct. from earnings.					
Interest	1,321	1,615	1,771	1,673	491
Taxes	795	795	832	829	
Other deductions	766	1,637	1,215		
Net income	611	*1,807	*844	353	*234
Dividends paid			1,250		
Total surplus account	1,332	*1,724	*2,569	*2,216	*2,465

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,560	$ 2,672	$ 2,969	$ 2,697	$ 2,423
Transportation exps	10,095	9,794	9,593	9,832	9,872
Main. of way and bldgs	1,442	1,551	1,745	1,010	760
" " equipment	928	1,689	1,075	588	349
Total	$15,024	$15,706	$15,381	$14,128	$13,404

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	348,399	369,542	352,234	341,038	326,935
Car miles run	78,560	79,058	80.167	77,126	77,535
Total rects. per car mile.	$.21	$.243	$.220	$.222	$.209
Oper. exps. per car mile.	.191	.200	.192	.183	.172

BALANCE SHEET.—Dated Sept. 30,					Dec. 18,
ASSETS.	1896.	1897.	1898.	1899.	1899.
Cost of road	$46,434	$46,434	$46,434	$46,434	$46,434
" equipment	13,037	14,827	14,827	14,827	14,827
Other permanent prop'ty.	14,736	14,834	14,834	14,834	14,834
Cash and current assets	2,032	272	641	324	38
Other assets	1,775	1,553	1,209	1,212	1,748
Profit and loss (deficit)		1,724	2,569	2,216	2,465
Total	$78,014	$79,644	$80,514	$79,847	$80,346
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$50,000
Bills payable	25,992				
Current liabilities		28,947	29,799	29,12	30,346
Taxes	690	697	715	718	
Profit and loss (surplus)	1,332				
Total	$78,014	$79,644	$80,514	$79,847	$80,346

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 6 motor cars; Erie engines, West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. F. S. Coolidge, Fitchburg; V. Pres. E. F. Blodgett, Leominster; Sec. & Treas. James A. Stiles, Gardner; Gen. Man. Supt. & Pur. Agt. F. Le Noir.

DIRECTORS.—F. S. Coolidge, Fitchburg, Mass.; E. F. Blodgett, George R. Damon, A. S. Paton, Leominster, Mass.; J. A. Stiles, Gardner; M. A. Coolidge, Westboro; Thos. B. Grimes, East Boston.

Date of information, Feb., 1901. z

GENEVA, N. Y.

Population in 1880, 7,412, in 1890, 8,877, in 1900, 10,433.

Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co.—Chartered Mar. 18, 1895, as a consolidation of the Geneva Surface Ry. Co., the Geneva & Waterloo Ry. Co., the Waterloo, Seneca Falls & Cayuga Lake Ry. and the Seneca Electric Ry. This company owns the Cayuga Lake Park, which covers 50 acres of land.

CAPITAL STOCK.—Common stock, authorized and issued, $350,000; par value, $100 per share.

Preferred stock, authorized, $100,000, issued, $99,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $436,500; coupon, but may be registered; dated Apr. 1, 1895, due 1920; denom. $500 and $1,000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,	1897.	1898.	1899.	1900.
Receipts from passengers	$60,271	$60,778	$59,856	$60,370
" other sources	2,347	2,024	1,983	1,747
" total	62,618	62,802	61,839	62,117
Operating expenses	36,134	34,991	32,752	31,584
Earnings from operation	26,484	27,811	29,087	30,533
Deductions from earnings.				
Interest on funded debt	25,261	26,190	26,190	26,190
" and discount	806	872	76	151
Taxes	2,062	2,360	2,381	2,538
Lake Park terminal expenses.	6,277	4,368	4,207	3,044
Sundry adjustments to profit and loss		15,975	296	2,389
Net income	*7,921	*21,954	*4,065	*3,779
Total surplus account	5,464	*16,489	*20,554	*24,333

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 8,343	$ 6,756	$ 6,378	$ 4,587
Transportation expenses	21,988	22,271	21,578	21,775
Maintenance of way and buildings.	3,025	3,089	2,334	2,483
" " equipment	2,778	2,875	2,462	2,739
Total	$36,134	$34,991	$32,752	$31,584

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue pass. carried	1,510,661	1,335,255	1,276,014	1,277,488
Transfer " "			33,203	55,852
Car miles run	433,288	425,105	421,925	410,448
Total recpts. per car mile.	$.144	$.147	$.146	$.151
Oper. exps. per car mile	.083	.082	.077	.077

BALANCE SHEET.—Dated June 30,				
ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$801,929	$807,140	$815,689	$835,485
" equipment	87,440	79,832	76,110	76,110
Bonds				1,498
Cash	2,441	4,598	7,063	6,984
Open accounts	298	904	2,130	1,200
Material and supplies	336	528	54	763
Accounts receivable	16,336		323	310
Profit and loss (deficit)		16,490	20,554	24,333
Total	$908,780	$909,492	$921,923	$946,683
LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$371,600	$450,000	$449,500	$449,500
Funded debt	431,500	436,500	436,500	436,500
Bills payable	83,809	11,955	11,900	11,900
Interest	6,409	6,548	19,642	45,833
Mortgage account	1,000	1,000	1,000	
Accounts payable	8,998	3,489	3,381	2,950
Profit and loss (surplus)	5,464			
Total	$908,780	$909,492	$921,923	$946,683

PLANT AND EQUIPMENT.—Miles of track (electric), 17.75; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. steel rail; 22 motor cars and 9 trail cars; 700 H. P. station plant, Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. Isaac M. Thomas, Wilkesbarre, Pa.; V. Pres. W. S. Grant, Sec., Treas. & Gen. Man. W. C. Gray, Seneca Falls, N. Y.; Supt. Howard Gray, Waterloo, N. Y.

DIRECTORS.—J. P. Brosius, Merion, Pa.; Robt. Wetherill, Chester, Pa.; W. C. Gray, Chas. A. Hawley, Seneca Falls, N. Y.; H. A. Doan, W. S. Grant, Jr., Lewis Davis, Philadelphia, Pa.; Isaac M. Thomas, Wilkesbarre, Pa.; L. S. Hoskins, Geneva, N. Y.

GENERAL OFFICE, Seneca Falls, N. Y.

Date of information, Feb., 1901. z

GEORGETOWN, KY.

Population in 1880, 2,216, in 1890, 5,864, in 1900, 3,823.

Georgetown Street Railroad Co.—Charter and municipal franchise granted 1888, in perpetuity. Annual meeting in Apr. This road has been converted into an electric road, and is bonded and operated in connection with the Georgetown Ice Co.

CAPITAL STOCK, authorized, $30,000, issued, $16,000.

FUNDED DEBT.—First mortgage consolidated 6 p. c. gold-bonds, authorized, $60,000, issued, $14,000, in treasury, $46,000; dated 1896, due 1926; denom. $100, $500 and $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage, and Farmers' Bank, Georgetown.

PLANT AND EQUIPMENT.—Miles of track, 2.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 2 motor cars; Buckeye engines, 300 H. P. boilers, Card dynamos and motors, New Castle cars, Louisville trucks.

OFFICERS.—Pres. H. P. Montgomery, V. Pres. K. Stone, Supt. J. D. Grover, Ch. Engr. Sam Allen, Asst. Ch. Engr. G. W. Pick.

DIRECTORS.—H. P. Montgomery, K. Stone, H. M. Grover, Jno. G. Gaines, Jno. J. McHenry, J. D. Grover.

GENERAL OFFICE, Georgetown, Ky.

Date of information, May, 1899. z

GEORGETOWN, MASS.

Population in 1880, 2,231, in 1890, 2,117, in 1900, 1,904.

The Haverhill, Georgetown & Danvers Street Railway Co.—This company began operating its lines in July, 1896.

CAPITAL STOCK, authorized, $300,000, issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $35,000, dated Mar. 1, 1899, due 1919.

OPERATION.—		Year ending Sept. 30			
3 mos. ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Gross receipts	$7,818	$25,941	$23,993	$23,299	$26,310
Operating expenses	3,535	17,353	18,076	15,817	17,022
Earnings from operation	4,283	8,588	5,917	7,482	9,288
Deductions from earnings					
Interest and discount	20	2,299	1,850	2,411	2,028
Taxes	151	924	946	948	1,348
Net income	4,112	5,365	3,121	4,123	5,912
Dividends paid	2,400	3,600		3,600	3,600
To surplus account	1,712	1,765	3,121	523	2,312
Total surplus account	1,712	3,476	6,597	8,171	6,237

DIVIDENDS.—In 1896, 4 p. c.; in 1897, 1899 and 1900, 6 p. c.

OPERATING EXPENSES.

3 mos. ending Sept. 30,		Year ending Sept. 30,			
	1896.	1897.	1898.	1899.	1900.
General expenses	$ 655	$ 2,914	$ 4,094	$ 3,386	$ 2,312
Maint. of way and bldgs	9	790	1,210	995	1,173
" " equip	99	797	296	748	375
Transportation expenses	2,772	12,852	12,476	10,688	13,162
Total	$3,535	$17,353	$18,076	$15,817	$17,022

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	515,920	477,268	462,818	526,363
Car miles run	146,032	143,160	120,187	127,696
Total receipts per car mile	$.178	$.168	$.193	$.206
Operating expenses per car mile	.119	.126	.164	.133

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$77,366	$80,594	$81,460	$85,993	$88,731
" equipment	12,074	15,621	15,632	15,951	18,202
Land and buildings	5,148	5,394	5,479	5,529	2,825
Cash and current assets	1,807	2,630	4,511	945	1,259
Miscellaneous assets			500	700	883
Total	$96,395	$104,239	$107,582	$109,118	$111,900
LIABILITIES.					
Capital stock	$60,000	$60,000	$60,000	$60,000	$60,000
Funded debt				35,000	35,000
Current liabilities	34,683	40,763	40,985	5,801	9,428
Accrued liabilities				146	1,235
Profit and loss (surplus)	1,712	3,476	6,597	8,171	6,237
Total	$96,395	$104,239	$107,582	$109,118	$111,900

PLANT AND EQUIPMENT.—Miles of track (electric), 6.48; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Newburyport cars. Power supplied by Georgetown, Rowley & Ipswich Ry. Co.

OFFICERS.—Pres. & Gen. Man. Chas. E. Barnes, Sec. E. B. Fuller, Treas. Don A. Clay, Supt. Wm. O. Hallowell.

DIRECTORS.—Chas. E. Barnes, John F. Hall, Plymouth, Mass.; Edmund B. Fuller, Don A. Clay, Wm. W. Burgess, H. B. Newton, Arthur Veasey, Haverhill, Mass.

GENERAL OFFICE, Georgetown, Mass.

PRES. & TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Feb., 1901. b

Georgetown, Rowley & Ipswich Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway, 18 miles in length, connecting Newburyport, Georgetown, Rowley, Byfield and Ipswich, and placed in operation May 1, 1900 by the same interests that control The Haverhill, Georgetown & Danvers Ry. Co.

CAPITAL STOCK, authorized and issued, $180,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $180,000; dated June 1, 1900, due 1920; denom. $1,000; interest payable June and Dec., at office of Mercantile Trust Co., of Boston, trustee of Mortgage.

OPERATION.—Period from May 1 to Sept. 30,	1900.
Gross receipts	$23,632
Operating expenses	10,695
Earnings	12,937
Deductions from earnings.	
Interest	2,463
Taxes	2,021
Net income	8,453

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$263,052	Capital stock	$180 000
" equipment	60,295	Funded debt	180,000
Other perm. investments.	83,365	Cash and cur'nt liabilities	36,622
Cash and current assets	3,384	Accrued liabilities	5,021
		Profit and loss (surplus)	8,453
Total	$410,096	Total	$410,096

PLANT AND EQUIPMENT.—Miles of track (electric), 18.78; 20 motor cars, 3 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. & Gen. Man. Chas. E. Barnes, V. Pres. Arthur D. Veasey, Sec. E. B. Fuller, Treas. Don A. Clay, Supt. Wm. E. Hallowell.

DIRECTORS.—Charles E. Barnes, Arthur D. Veasey, Edmund B. Fuller, Don A. Clay, Herbert B. Newton, Wm. S. Reed, Benjamin Pearson, Jr.

GENERAL OFFICE, Byfield, Mass.

PRES. & TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Feb., 1901. b

GETTYSBURG, PA.

Population in 1880, 2,814, in 1890, 3,100, in 1900, 3,495.

Gettysburg Transit Co.—This company is a reorganization on Dec. 3, 1897, of the Gettysburg Electric Railway Co., which was chartered July 28, 1891. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$3,521	$3,684	$1,060	$3,842	$4,900
Operating expenses	2,006	4,872	2,078	3,316	1,612
Earnings from operation	1,515	*1,188	*1,018	526	3,288
Deductions from earnings.					
Interest					12,500
Taxes	150	278	150	156	180
Rentals	133	1,200			292
Net income	1,232	*2,666	*1,168	370	*9,684

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$161,232	$161,232	$207,386	$208,888	$237,431
Equipment	78,354	79,278			
Cash	105	285	130	276	582
Other accounts		12,784	2,248	5,720	
Accounts receivable	17,784				
Material and supplies.		119			
Profit and loss (def'ct).	50,543	65,851			
Total	$308,018	$319,549	$209,764	$214,884	$238,013
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	200,000	200,000	100,000	100,000	100,000
Interest					12,500
Floating debt		8,531	7,340	11,907	21,565
Accounts payable	8,018	11,019	2,424	2,977	3,150
Profit and loss (surp.)					798
Total	$308,018	$319,549	$209,764	$214,884	$238,013

PLANT AND EQUIPMENT—Miles of track (electric), 9.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; West generators and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. H. A. Sage, Sec. R. L. Morgan, Treas. J. Darlington, Supt. and Elecn. H. J. Gintling.

DIRECTORS.—E. C. Felton, Steelton, Pa.; Henry A. Sage, Easton, Pa.; Jared Darlington, Media, Pa.; M. Riebenack, Henry A. Borell, Horace A. Doan, Philadelphia, Pa.

GENERAL OFFICE.—Gettysburg, Pa. Sec. office, 2020 Chestnut Street, Philadelphia, Pa.

Date of information, Jan., 1901. z

GIRARDVILLE, PA.

Population in 1880, 2,730, in 1890, 3,584, in 1900, 3,666, tributary to the Schuylkill Traction Co. is said to be about 100,000.

Schuylkill Traction Co.—Chartered Sept. 26, 1892, in perpetuity. Annual meeting second Monday in Jan. This is an electric road beginning at Locustdale running through Ashland, and thence through Holmesville and other villages to Girardville, with branches through Lost Creek and William Penn into Shenandoah and through Mahanoy Plane, Maizeville, Gilberton and Saint Nicholas into Mahanoy City. In 1891, by extensions and leased roads the company proposed to operate from Shamokin on the west to Tamaqua and Mauch Chunk on the east and from Pottsville on the south to Hazleton, Wilkesbarre and Scranton on the north.

LEASED ROADS.—This company leases and operates the properties of the Mahanoy City, Shenandoah, Girardville & Ashland Street Ry. Co. for 999 years from Jan. 6, 1893; the Ashland, Locustdale & Centralia Electric Ry. Co. for 999 years from Oct. 5, 1893; the Lakeside Ry. Co. of Mahanoy City for 999 years, from Apr. 27 1900, and the Shenandoah & Pottsville Street Ry. Co., on Jan. 14, 1901.

CAPITAL STOCK, authorized and issued, $2,000,000, common, $1,500,000, preferred, 5 p. c. non-cumulative $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Oct. 11, 1893, due Feb. 1, 1943; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

Lakeside Ry. Co.'s first mortgage 4 p. c. gold bonds issued $150,000; dated Nov. 1, 1893, due 1923; int. payable at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

It is proposed to make a new issue of consolidated 4½ p. c. gold bonds $2,000,000; dated Apr. 1, 1901, due 1951; denom. $1,000; int. payable Apr. and Oct., to retire outstanding bonds and pay for new extensions and improvements.

NOTE.—First mortgage provides that after April 1, 1898, $10,000 per annum shall be passed to a sinking fund.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$96,809	$93,444	$90,279	$85,819	$98,101
Operating expenses	*56,008	55,738	53,243	52,978	63,585
Earnings from operation	40,801	37,706	37,036	32,841	34,516
Fixed charges, taxes, etc			12,036	7,841	375
Interest	25,000	25,000	25,000	25,000	25,000
Net income	15,801	12,706			9,141

* Includes insurance and taxes.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,075,000	$1,075,000	$718,356	$1,081,765
" " equipment	425,000	425,000	425,201	428,945
Other perm. investments			360,000	
Cash	3,579	3,289	4,197	2,566
Open accounts	250	2,096	3,591	9,769
Material and supplies	10,285	9,694	6,104	4,471
Sundries	706			
Total	$1,514,820	$1,515,079	$1,517,449	$1,527,516
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	500,000	500,000
Int. on fund. debt due and accrued	6,250	6,250	6,250	6,250
Loans and accts. payable.	8,569	8,829	11,199	21,266
Total	$1,514,820	$1,515,079	$1,517,449	$1,527,516

PLANT AND EQUIPMENT.—Miles of track (electric), in operation 38, proposed extensions 14; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T rail; 40 motor cars; West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Dallas Sanders, Sec. & Treas. John A. McKee, Gen. Man. F. P. Unger.

DIRECTORS.—Dallas Sanders, John F. Finney, Ellis A. Ballard, Spencer Cosby, Herman Hoopes, H. W. Lippencott, Wm. A. Marr.

GENERAL OFFICE.—Girardville, Schuylkill Co., Pa.

Date of information, Mar., 1901. z

GLENS FALLS, N. Y.

Population in 1880, 4,900, in 1890, 9,509, in 1900, 12,613.

Glens Falls, Sandy Hill & Fort Edward Street Railroad Co.—Chartered Sept. 28, 1885. Annual meeting third Wednesday in July.

CAPITAL STOCK, authorized and issued, $150,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $100,000; dated July 1, 1891, due 1911; denom; $500 and $1000; int. payable Jan. and July at office of the company. trustee of mortgage, Central Trust Co., of New York.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, $50,000; dated July 1, 1893, due 1913; denom. $500; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$53,780	$57,488	$61,537	$62,141	$72,930
" " other sources	787	204	2,883	942	777
" total	54,567	57,692	64,420	63,003	73,707
Operating expenses	34,257	34,688	44,557	35,875	41,588
Earnings from operation	20,310	23,004	19,863	27,128	32,119
Deductions from earnings.					
Interest on bonds	8,238	8,162	8,250	9,000	9,000
" " notes		969	1,203	407	1,142
Taxes	1,450	1,492	1,629	2,050	1,875
Net income	10,622	12,382	8,781	15,671	20,102
Dividends paid	5,440	6,875	7,225	7,500	5,625
To surplus account	5,182	5,507	1,556	8,171	14,477
Total surplus account	1,121	6,629	8,185	18,066	32,619

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 6,110	$13,904	$ 6,014	$ 7,194
Transportation expenses	18,577	19,690	19,518	23,915
Maintenance of way and buildings.	3,919	2,640	4,185	4,418
" " equipment	6,081	8,323	6,158	6,061
Total	$34,688	$44,557	$35,875	$41,588

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue passengers carried	1,065,842	1,143,840	1,160,976	1,347,523
Transfer passengers carried			8,378	51,749
Car miles run	375.000	390,000	395,200	412,000
Total receipts per car mile	$.154	$.165	$.159	$1.79
Oper. expenses per car mile	.093	.110	.096	.101

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$169,086	$182,713	$188,145	$205,895	$267,350
" equipment	99,778	115,758	121,033	122,380	131,023
Cash	5,645	6,844	6,090	5,339	7,435
Bills and acc. receivable.		50	50	478	835
Material and supplies		4,476	5,434	5,509	5,575
Current assets	4,748				
Other assets		1,389	1,431	306	
Profit and loss (deficit)					
Total	$279,257	$311,229	$322,183	$339,907	$412,218
LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$136,000	$139,000	$150,000	$150,000	$150,000
Funded debt	136,000	136,000	150,000	150,000	150,000
Accrued interest	4,080	4,080	4,125	4,500	4,500
Loans					66,000
Bills and acc. payable	2,055	25,520	9.873	17,341	9,100
Profit and loss (surplus)	1,122	6,629	8,185	18,066	32,618
Total	$279,257	$311,229	$322,183	$339,907	$412,218

DIVIDENDS, in 1893, 3 p. c.; in 1895, 1 p. c.; in 1896, 4 p. c.; in 1897, 2½ p. c. on $136,000, 2½ p. c. on $139,000; in 1898 and 1899 1¼ p. c. quarterly on $150,000; in 1900, 3¾ p. c. on $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T and girder rail; 25 motor cars; 450 H. P. station plant; Bates and Knowlson & Kelly engines, West. dyamos and motors, Gilbert and Jones cars, Taylor and White trucks.

OFFICERS.—Pres. J. M. Coolidge, V. Pres. L. Allen, Sec. & Treas. F. F. Pruyn, Gen. Man. H. H. Pruyn, Supt. & Pur. Agt. F. W. Kinmouth.

DIRECTORS.—J. M. Coolidge, B. B. Fowler, H. R. Leavens, Loren Allen, G. M. Ingalsbe, Samuel Pruyn, F. F. Pruyn, John B. De Long, D. S. Griffin, E. N. Sanderson, A. P. Hill, L. M. Brown, H. H. Pruyn.

GENERAL OFFICE, Glens Falls, N. Y.

REFERENCE.—Annual report, Vol. IX, Nov., '93, p. 777.

Date of information, Feb., 1901. z

Warren County Railroad Co.—This company was organized in 1900 to construct an electric railway from Glens Falls to Warrensburg and Caldwell. Franchises have been obtained and construction work is expected to be commenced in the summer of 1901.

INCORPORATORS.—Addison B. Colvin, Glens Falls, N. Y.; J. A. Powers, Lansingburgh, N. Y.

Date of information, Jan., 1901. x

GLOUCESTER, MASS.

Population in 1880, 19,329, in 1890, 24,651, in 1900, 26,121.

Gloucester Street Railway Co.—Chartered Jan. 12, 1886. This company, which leased and operated the property of the Gloucester & Rockport Street Ry. Co., was on Mar 3, 1900, with Gloucester, Essex & Beverly St. Ry. Co., consolidated with the Lynn & Boston R. R. Co., the capital stock of all these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $530,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $60,000; dated Apr., 1, 1887, due 1907; int. payable Apr. and Oct., at American Loan & Trust Co. of Boston. trustee of mortgage.

Gloucester, Essex & Beverly St. Ry. Co's first mortgage, 5 p. c. gold bonds, authorized and issued, $125,000; dated Dec. 1, 1896; due 1916; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Gloucester & Rockport St. Ry. Co's 6 p. c. coupon notes, $12,500; dated Oct. 15, 1896, due 1916.

All these bonds are guaranteed, principal and interest by the Lynn & Boston R.R. Co.

OPERATION.—Year ending Sept. 30, Mar. 3,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass	$63,988	$63,087	$68,498	$71,252	$27,224
" other sources	789	3,311	2,073	2,066	1,003
" total	64,777	66,398	70,571	73,318	28,227
Operating expenses	42,439	38,634	47,387	64,826	25,839
Earnings from operation	22,337	27,764	23,184	8,492	2,388
Deductions from earn.					
Interest	6,471	7,306	7,566	7,881	3,925
Taxes	2,183	2,224	2,251	3,783	1,931
Rentals	1,800	1,800	1,800	1,650	774
Net income	11,883	16,435	11,567	*4,821	*4,242
Dividends paid	10,800	10,800	10,800	9,000	
To surplus account	1,083	5,635	767	*13,821	
Total surplus account	35,917	23,089	23,621	9,800	22,578

*Deficit.

DIVIDENDS.—in 1892-1895, 3 p. c.; in 1896, 1897, and 1898, 6 p. c.; in 1899, 5 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 4,984	$ 4,155	$ 3,593	$ 3,735	$ 4,809
Transportation expenses	26,995	30,163	28,031	28.679	31,076
Maintenance of way and bldgs	2,486	3,372	2,915	7,393	20,310
" " equipment	4,856	4,749	4,094	7,580	8,631
Total	$39,322	$42,439	$38,634	$47,387	$64,826

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,279,711	1,261,737	1,369,961	1,424,428
Car miles run	257,613	256,940	283,601	265,405
Total receipts per car mile	$.252	$.258	$.249	$.278
Operating exp. per car mile	.165	.150	.167	.244

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Cost of road	$172,246	$171,968	$172,093	$172,118	$541,192
" equipment	85,940	79,109	85,215	87,550	170,643
Land and buildings	59,844	59,633	75,464	77,306	161,272
Cash and current assets	10,192	14,782	10,607	10,927	5,647
Other assets	1,520	1,223	2,032	2,335	6,758
Total	$329,742	$326,714	$345,412	$350,236	$885,512
LIABILITIES.					
Capital stock	$180,000	$180,000	$180,000	$180,000	$530,000
Funded debt	60,000	60,000	60,000	60,000	197,500
Loans and bills payable	50,500	59,175	77,300	94,361	111,550
Other liabilities	3,325	4,450	4,490	6,075	23,884
Profit and loss (surplus)	35,917	23,089	23,621	9,800	22,578
Total	$329,742	$326,714	$345,412	$350,236	$885,512

PLANT AND EQUIPMENT.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 55 motor cars; 12 snow plows; Walker, Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams, Supt. H. N. Pedrick.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 480; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept. '98, p. 492.

Date of information, Mar., 1901. b

Gloucester, Essex & Beverly Street Railway Co.—Chartered in 1893; municipal franchises granted in 1894 and 1895; operation began Aug. 21, 1895. This company on Jan. 18, 1900, was consolidated with the Gloucester St. Ry. Co., which on Mar, 3, 1900, was consolidated with the Lynn & Boston R.R. Co., the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued $125,000; dated Dec. 1, 1896, due 1916; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

These bonds are now guaranteed by the Lynn & Boston R.R. Co.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Jan. 18, 1900.
Receipts from passengers	$57,149	$57,943	$58,698	$61,118	$14,080
" other sources	1,115	699	337	250	.321
" total	58,264	58,642	59,036	61,368	14,401
Operating expenses	38,531	37,494	36,397	47,304	11,408
Earnings from operation.	19,733	21,148	22,639	14,064	2,993
Deductions from earnings.					
Interest	3,715	8,377	8,104	8,645	1,955
Taxes	3,866	3,438	2,939	2,777	827
Net income	12,152	9,332	11,596	2,642	211
Dividends paid, 4 p. c.	10,000	5,000	7,500	none	none
To surplus account	2,152	4,332	4,096	2,642	211
Total surplus account	8,717	1,549	3,145	5,787	6,443

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 6,165	$ 6,519	$ 6,668	$ 6,399
Maintenance of way and bldgs.	4,213	4,997	3,276	7,179
" " equipment	3,418	1,674	3,202	4,568
Transportation expenses	24,735	24,303	23,251	29,158
Total	$38,531	$37,494	$36,397	$47,304

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,114,245	1,121,333	1,156,243	1,227,110
Car miles run	304,085	338,015	355,932	348,632
Total receipts per car mile	$.192	$.174	$.166	$.176
Operating exps. per car mile.	.127	.111	.102	.135

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	Jan. 18, 1900.
Cost of road	$272,164	$275,411	$275,478	$275,630	$275,630
" equipment.	51,827	54,134	55,168	56,863	59 098
Other permanent investments	69,211	69,289	70,706	70,763	70,719
Cash	6,636	9,677	7,718	8,254	2,682
Current assets	3,587				
Mater'l and supps.	3,273	3,524	4,098	4,098	4,084
Total	$406,698	$412,036	$413,167	$415,608	$412,213

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital Stock	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt		125,000	125,000	125,000	125,000
Current liabilities.	147,981	35,487	32,939	32,127	29,866
Accrued liabilities.			2,083	2,694	904
Profit & loss (surp)	8,717	1,549	3,145	5,787	6,443
Total	$406,698	$412,036	$413,167	$415,608	$412,213

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. T and 90 lb. girder rail; 24 motor cars; 600 H. P. station plant; McIntosh & Seymour engines, Walker and Gen. Elec. dynamos and motors, Jackson & Sharp cars, Peckham trucks.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 482.

Date of information, Feb., 1901. b

GLOVERSVILLE, N. Y.

Population in 1880, 7,133, in 1890, 13,864, in 1900, 18,349.

Fonda, Johnstown & Gloversville Railroad Co.—Chartered Jan. 17, 1867. Annual meeting third Wednesday in Jan. This is a steam railroad 33 miles in length, operating from Fonda to Northville and Broadalbin.

LEASED ROADS.—The company operates the property of the Johnstown, Gloversville & Kingsboro Horse R. R. Co. under a 999 year lease, dated Nov., 1893, and in consideration therefor pays the lessor company a rental equivalent to fixed charges and a dividend of 8 p. c. on the capital stock ($50,000).

The company also operates the property of the Cayadutta Electric R. R. Co., under a lease for 999 years, and in consideration, therefor guarantees the principal and interest of the lessor's mortgage bond.

The company also operates the property of the Gloversville & Broadalbin R.R. Co., under a lease dated Aug. 1, 1895, for 999 years, the lessee to pay 5 p. c. on $30,000. In 1900 this company also secured control of the capital stock of the Amsterdam Street Ry. Co., of Amsterdam, New York.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—Total, authorized, June 30, 1900, $1,200,000, issued, $650,000, as follows:

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, $200,000; dated Apr. 1, 1881, due 1921; denom. $100, $500 and $1,000; int. payable Apr. and Oct. at office of Importers' & Traders, National Bank, of New York.

First consolidated refunding 4½ p. c. mortgage bonds, authorized, $700,000, issued, $450,000; dated July 1, 1897, due 1947; int. payable Jan. and July at office of the New York Security and Trust Co. of New York City, trustee of mortgage.

The company has guaranteed the principal and interest of the following bond issues of allied corporations:

Johnstown, Gloversville & Kingsboro Horse R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1893, due 1913; int. payable Jan. and July.

Cayadutta Electric R. R Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $350,000; coupon, but may be registered; Oct. 1, 1892, due 1922; denom. $1,000; int. payable Apr. and Oct. at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cayadutta Electric R. R. Co.'s first consolidated refunding 5 p. c. mortgage bonds, authorized, $600,000, issued $200,000; held in escrow to redeem prior liens, $350 000, held in treasury for future improvements, $50,000; dated May 1, 1900, due 1940; denom. $1,000; int. payable May and Nov. at office of New York Security and Trust Co., trustee of mortgage.

NOTE.—On June 8, 1900 this company issued $300,000 of additional capital stock, making a total issue of $600,000, in exchange for $300,000, the total issue of the capital stock of the Cayadutta Electric R. R. Co. On July 10, 1900, a new mortgage for $1,500,000 was authorized.

OPERATION.—Including the operation of all leased companies.

Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$148,661	$114,041	$118,295	$133,239	$151,800
" freight	125,119	117,156	123,458	143,000	156,093
" other sources	16,332	15,788	14,900	10,835	11,047
" total	290,112	246,985	256,653	287,074	318,940
Operating expenses	194,689	143,425	161,622	192,389	225,707
Earnings from oper'n.	95,423	103,560	95,031	94,685	93,233
Inc. from other sr'ces.			4,601	11,994	22,784
Gr. inc. fr. all sources.			99,632	106,679	116,017

Deduc. from earn'gs.	1896.	1897.	1898.	1899.	1900.
Interest on bonds...	33,000	33,000	38,513	38,992	37,477
" floating debt.	964	1,553	836	1,618	3,196
Taxes............	17,628	14,834	12,990	11,361	13,356
Rentals..........	29,475	29,600	29,600	29,600	34,376
Other deductions.....		1,281			
Net income..........	14,356	23,292	17,693	25,108	27,612
Dividends paid......	18,000	15,000	21,000	24,000	24,000
To surplus account...	*3,644	8,292	*3,307	1,108	3,612
Total surplus account.	215,907	207,015	203,708	204,816	253,924
Dividends paid p. c...	6	5	7	8	8

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...$	855,923 $	856,883 $	864,106 $	865,750 $	865,750
" equip..	114,166	113,666	113,666	128,839	135,939
Other perman't investments..			54,592	92,437	722,059
Current assets.	154,374	94,167	166,945	150,212	79,909
Real estate....	31,245	31,245	24,022		
Cash..........		2,657	6,741	9,785	17,717
Other assets...		79,452			
Total......	$1,155,708	$1,178,070	$1,230,072	$1,247,023	$1,821,374

LIABILITIES.					
Capital stock..	$ 300,000 $	300,000 $	300,000 $	300,000	$600,000
Funded debt...	500,000	600,000	630,000	650,000	650,000
Bills payable...		52,464			180,000
Accts. " ...				57,877	48,869
Other liabilities		18,592		22,239	26,024
Cur. liabilities.	143,853		96,364	12,091	62,557
Profit and loss (surplus).....	211,855	207,015	203,708	204,816	253,924
Total......	$1,155,708	$1,178,070	$1,230,072	$1,247,023	$1,821,374

PLANT AND EQUIPMENT.—Miles of track, steam, 31.39, electric divisions, 25.33, total 56.72; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T, 90 lb. Girder rail.

OFFICERS.—Pres. & Gen. Man. J. Ledlie Hees, Sec. & Treas. George M. Place, Supt. Elec. Div. C. Banker.

DIRECTORS.—James Stewart, John G. Ferres, James I. Younglove, Johnstown; J. L. Hees, Fonda; Geo. M. Place, Z. B. Whitney, A. J. Zimmer, S. H. Shotwell, G. Levor, Erastus Darling, Gloversville; George F. Moore, Chauncey M. Depew, New York City; J. S. Friedman, Albany, N. Y.; Wm. Harris, Northville, R. T. McKeever, Houghton, Mich.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Feb., 1901. z

Cayadutta Electric Railroad Co.—This is now the electric division of the Fonda, Johnstown & Gloversville R. R. Co. Chartered Feb. 27, 1892, and leased May 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for a rental equivalent to the net earnings of the lessor. Lessee guarantees principal and interest of bonds, and agrees to pay to lessor net earnings up to 4 p. c. on capital stock per year. Annual meeting Sept. 19.

On June 8, 1900, the Fonda, Johnstown & Gloversville R. R. Co. issued 3 000 shares of its capital stock in exchange for 3,000 shares of capital stock of Cayadutta Electric R. R.—see report of F. J. & G.

CAPITAL STOCK, authorized, $350,000, issued, $340,210.

FUNDED DEBT, $550,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

OPERATION.—Included in report of Fonda, Johnstown & Gloversville.

PLANT AND EQUIPMENT.—Miles of track (electric), 25.33; gauge, 4 ft. 8½ in.; 51½ lb. and 80 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Russell engines, Gen. Elec., West. dynamos and motors, Brill and Gilbert cars.

OFFICERS.—Same as Fonda, Johnstown & Gloversville R. R. Co.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Feb., 1901. z

GRAND HAVEN, MICH.

Population in 1880, 4,862, in 1890, 5,023, in 1900, 6,500.

Grand Haven Street Railway Co.

CAPITAL STOCK, $25,000, paid in, $10,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 2; gauge, 4 ft. 8½ in., 35 lb. T rail, 2 Baldwin locomotives, 4 cars.

OFFICERS.—Pres. Geo. W. Jenner, V. Pres. S. H. Royce, Sec. G. B. Parks, Treas. & Gen. Man. S. L. Munroe.

Date of information, Jan., 1901. d

GRAND ISLAND, NEB.

Population in 1880, 2,963, in 1890, 7,536, in 1900, 7.554.

Street Railway of Grand Island.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. and 30 lb. T rail; 40 horses, 7 horse cars; Waterloo cars.

OFFICERS.—Pres. H. J. Joehnk, V. Pres. Treas. & Gen. Man. H. C. Joehnk, Sec. H. T. J. Fuehrman.

Date of information, Mar., 1901. x

GRAND JUNCTION, COL.

Population in 1890, 2,030, in 1900, 5,000.

Grand Junction Street Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.75; gauge, 3 ft.; 30 lb. T rail; 2 horses, 2 cars.

OFFICERS.—Pres. Gen. Man. & Supt. T. B. Crawford, V. Pres. Orson Adams, Sec. & Treas. Rea G. Crawford.

GENERAL OFFICE, 628 White St., Grand Junction, Col.

Date of information, Jan., 1901. z

GRAND RAPIDS, MICH.

Population in 1880, 32,016; in 1890, 60,278; in 1900, 87,565.

Grand Rapids Railway Co.—This company is a reorganization in Mar., 1900, of the Consolidated Street Ry. Co. of Grand Rapids, which was chartered 1891; franchises granted Apr. 24, 1891, for 30 years. Annual meeting second Saturday in Apr. The company owns and operates the entire street railway system of Grand Rapids and vicinity.

Capital Stock.—Common stock, authorized, and issued, $2,000,000; par value, $100 per share.

Preferred stock, 5 p. c. cumulative, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,500,000, issued, $2,500,000, in treasury, $1,000,000 (see Note); dated June 1, 1900, due 1916; int. payable June and Dec., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$1,000,000 of bonds are reserved for future permanent improvements at 85 p. c. of their cost, to be issued only when the net earnings are twice the amount of interest charges on the bonds outstanding, including those to be issued. Sinking fund of 1 p. c. per annum from Oct., 1905, to 1910, and 2 p. c. thereafter. Bonds not subject to call.

Plant and Equipment.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 66 lb. to 80 lb. girder and T rail; 4 horses, 180 cars, of which 140 are motor cars and 40 trail cars; 2,000 H. P. Allis, Corliss and Wheelock engines, Westg. and Edison dynamos, Gen. Elec. and West. motors, Pullman, Brill, St. Louis, Brownell, Ellis and own cars.

Officers.—Pres. Anton G. Hodenpyl, V. Pres. C. M. Clark, Treas. Wm. H. Anderson, Sec. & Asst. Treas. B. S. Hanchett, Jr., Asst. Sec. C. Ford Stevens, Gen. Man. & Pur. Agt. G. S. Johnson, Supt. D. Campbell, Ch. Engr. of Power Station A. C. Ogilby, Mast. Mech. W. W. Annable.

Directors.—Anton G. Hodenpyl, Thomas F. Carroll, Lester J. Rindge, Wm. H. Anderson, Wm. Judson, J. Boyd. Pantland, C. M. Clark.

General Office, Lyon St.

Power Station, Lyon & So. Market Sts., Grand Rapids, Mich.

References.—Description of power plant, Vol. VIII, June, '92, p. 373; operating detail, Vol. XII, Aug., '96, p. 476; description of parks (brief), Vol. XIII, Mar., '97, p. 149.

Date of information, Jan., 1901. z

For map of road, see page 109.

The Grand Rapids, Grand Haven & Muskegon Railway Co.—This company was organized to construct an electric railway connecting the cities named in title. The new line is to be built largely on private rights of way, and is expected to be in operation by July 1, 1901.

Capital Stock, authorized, $1,200,000.

Funded Debt, authorized, $1,000,000.

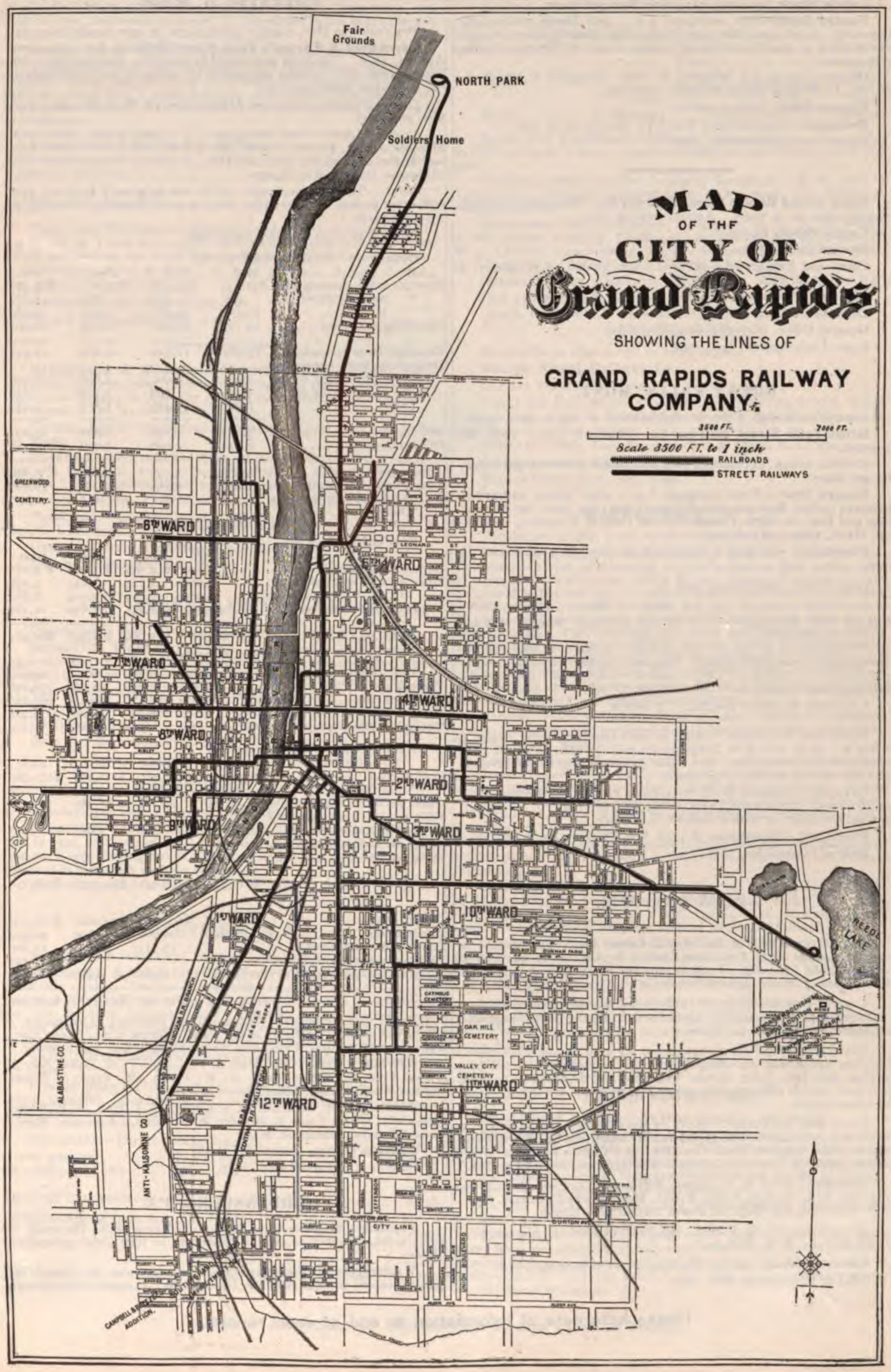
Plant and Equipment.—Miles of track (electric), 45; West. generators and motors.

Officers.—Pres. James D. Hawks, V. Pres. Thomas F. Carroll, Sec. Joseph Kirwin, Treas. Wallace Franklin.

General Office, Grand Rapids, Mich.

Date of information, Feb., 1901. z

Grand Rapids, Holland & Lake Michigan Rapid Railway.—This company was organized to construct an electric railway, and is reported to have purchased the lines and franchises of the Holland & Lake Michigan Ry. and the Saugatuck, Douglass & Lake Shore Ry.


MAP
OF THE
CITY OF
Grand Rapids
SHOWING THE LINES OF
GRAND RAPIDS RAILWAY
COMPANY.
3500 FT.
7000 FT.
Scale 3500 FT. to 1 inch
RAILROADS
STREET RAILWAYS
Fair Grounds
NORTH PARK
Soldiers' Home
CITY LINE
NORTH ST.
GREENWOOD CEMETERY
6TH WARD
5TH WARD
LEONARD ST.
7TH WARD
4TH WARD
8TH WARD
2ND WARD
FULTON ST.
9TH WARD
3RD WARD
1ST WARD
10TH WARD
REEDS LAKE
FIFTH AVE.
CATHOLIC CEMETERY
OAK HILL CEMETERY
VALLEY CITY CEMETERY
11TH WARD
12TH WARD
ALABASTINE CO.
ANTI-KALSOMINE CO.
BURTON AVE.
CITY LINE
CAMPBELL & ... ADDITION

Capital Stock, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000; dated 1900, due 1925; denom. $500 and $1,000; int. payable at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

Officers.—Pres. Jno. Winters, V. Pres. Benjamin S. Hanchett, Jr., Sec. O. H. Lau, Treas. Frank C. Andrews.

General Office, Holland, Mich.

Reference.—Incorporation Vol. XVI, Mar. 3, '00 p. 236.

Date of information, Feb., 1901. z

South Grand Rapids Street Railway Co.—Municipal franchise granted 1889, for 30 years. Annual meeting Nov. 1.

Capital Stock, $8,900.

Funded Debt.—None.

Plant and Equipment.—Miles of track, (horse,) 1.75; gauge, 4 ft. 8½ in.; 30 lb. rail.

Officers.—Pres. Chas. Fox, Sec. & Treas. P. T. Cook.

Directors.—Chas. Fox, A. V. Mann, C. T. Hills, P. T. Cook.

General Office, Michigan Trust Co. Bldg.

Date of information, Jan., 1901. z

GREAT FALLS, MONT.

Population in 1890, 3,979, in 1896 (census), 11,300, in 1900, 14,930.

Great Falls Street Railway Co.—Chartered Apr., 1890, for 20 years.

CAPITAL STOCK, authorized, $200,000, issued $100,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $500,000; issued, $246,500; dated June 1, 1891, due 1905; int. payable June and Dec., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1890, expire in 1910.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers........	$26,205	$26,091	$23,885	$26,275
" other sources...........	545		165	204
" total	26,650	26,091	24,050	26,479
Operating expenses, incl'g taxes.	*28,126	23,523	23,756	26,373
Earnings from operation.........	†1,476	2,568	294	106

* Includes $3,700 for paving. † Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.66; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 11 cars, of which 7 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Northern cars, McGuire trucks; rent power.

OFFICERS.—Receiver W. D. Dickinson, Pres. A. S. Bigelow, Boston; V. Pres. L. Lewisohn, New York; Sec. & Treas. G. L. Nelson, Boston; Ch. Engr. of Power Station, G. H. Jay.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 251 (ill).

Date of information, Mar., 1899. c

GREEN BAY, WIS.

Population in 1880, 7,464, in 1890, 9,069, in 1900, 18,684.

Fox River Electric Railway & Power Co.—This company is a reorganization of the Fox River Electric Ry. Co.. which was sold at receiver's sale, Jan., 1899. In Jan., 1900, the new company purchased the Appleton Electric Light & Power Co.

CAPITAL STOCK.—Common, authorized, $25,000, issued, $20,600; preferred 5 p. c. cumulative, authorized, $125,000, issued, $124,900; par value of each, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $120,050; coupon, but may be registered; dated July 1, 1899, due Jan., 1919; denom. $50, $500 and $1,000; int. payable Jan. and July, at office of Milwaukee Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 45 lb. T and 78 lb. girder rail; 15 motor cars and 8 trail cars; Ball & Wood engines, West. Gen. Elec. and Detroit dynamos, West. motors, Brill, St. Louis, and Jackson & Sharp cars, McGuire trucks.

OFFICERS.—Pres. H. S. Eldred, Milwaukee; V. Pres. A. M. Murphy, Sec. B. L. Parker, Treas. & Gen. Man. Mitchell Joannes, Supt. C. F. Goodrich, Ch. Engr. of Power Station J. S. Kresge.

DIRECTORS.—H. S. Eldred, Mitchell Joannes, A. M. Murphy Frank Murphy, J. H. Elmore.

GENERAL OFFICE, 320 So. Washington St., Green Bay, Wis.

Date of information, Feb., 1901. z

GREENFIELD, MASS.

Population in 1880, 3,903, in 1890, 5,252, in 1900, 7,927.

Greenfield & Turner's Falls Street Railway Co.—Chartered Apr. 15, 1895. This road was placed in operation June 24, 1895. On June 1, 1896, this company purchased the property and franchises of the Montague Street Ry. Co.

CAPITAL STOCK, authorized, $130,000, issued, *$115,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $92,000; dated June 1, 1896, due 1916; denom. $500 and $1,000; int. payable June and Dec., at office of Beacon Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage, which was originally $100,000, provides that $2,000, with premium, shall be paid annually from 1897 to 1915, inclusive.

*Increased from $100,000, July, 1899.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Receipts from passengers...	$32,843	$33,678	$36,191	$37,973
" other sources.....	409	907	872	2,011
" total.............	33,252	34,585	37,063	39,984
Operating expenses........	19,763	22,069	22,395	21,962
Earnings from operation....	13,489	12,516	14,668	18,022
Deductions from earnings.				
Interest on funded debt..	4,250	4,900	4,800	4,700
" " floating debt..	4,220	886	1,122	1,348
Taxes................	1,397	1,440	1,878	1,943
Net income...............	3,622	5,291	6,868	10,031
Dividends paid............	8,000	4,000	4,000	4,155
To surplus account.........	*4,378	1,291	2,868	5,876
Total surplus account......	5,244	6,535	9,403	16,576
P.c. op. exp. to total receipts.	59.4	63.8	60.1	54.9

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,

	1897.	1898.	1899.	1900.
General expenses...............	$ 4,830	$ 4,509	$ 5,097	$ 4,056
Main. of way and buildings......	2,082	3,745	3,644	3,038
" " equipment.....	1,981	2,559	2,004	2,680
Transportation expenses........	10,869	11,255	11,650	12,188
Total.......................	$19,763	$22,069	$22,395	$21,962

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried..............	714,029	712,647	741,969	775,256
Car miles run....................	183,274	178,476	180,458	183,217
Total receipts per car mile........	$.181	$.194	$.205	$.218
Operating expenses per car mile..	.108	.124	.124	.119

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road...............	$158,250	$158,250	$173,250	$173,360
" equipment	32,078	32,078	32,078	32,078
Other perman't investments	26,180	26,180	26,180	26,180
Bills and accounts receiv'ble				
Cash and current assets....	2,300	586	1,095	3,453
Materials and supplies.....				
Other assets...............	436	753	973	1,655
Total.................	$219,244	$217,847	$233,576	$236,726
LIABILITIES.				
Capital stock..............	$100,000	$100,000	$100,000	$115,500
Funded debt	98,000	96,000	94,000	92,000
Loans and notes payable....		15,312	30,173	12,500
Bills and accounts payable.	16,000			150
Profit and loss (surplus)....	5,244	6,535	9,403	16,576
Total..................	$219,244	$217,847	$233,576	$236,726

PLANT AND EQUIPMENT.—Miles of track (electric), 15.07; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 13 motor cars; 1 snow plow; Gen. Elec. dynamos and motors, Wason and Massachusetts cars; water power.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. F. E. Lowe, Sec. & Treas. Fred. E. Pierce, Supt. A. W. Flynn, Ch. Engr. of Power Station W. W. Mason, Elecn. Chas. Riverts.

DIRECTORS.—F. E. Lowe, N. S. Cutler, A. T. Hall, F. E. Pierce, Greenfield, Mass.; Chas. E. Dresser, A. S. Paton, Leominster, Mass.; Isaac Chenery, Montague, Mass.

GENERAL OFFICE, Greenfield, Mass.

Date of information, Feb., 1901. b v

GREENSBURG, PA.

Population of Greensburg Borough and Hempfield Township in 1880, 8,786, in 1900, 14,150, of Jeannette, in 1900 (local estimates), 11,000.

Westmoreland Railway Co.—This company purchased the properties and franchises of the Greensburg, Jeannette & Pittsburgh

St. Ry. Co., which was sold at foreclosure sale in June, 1900. On July 18, 1900, this company leased the properties of the Greensburg & Hempfield Electric St. Ry. Co. for 999 years.

Capital Stock, authorized, $500,000. issued, $250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $250,000, held in treasury for future improvements, $250,000; dated Nov. 1, 1900, due 1930; denom. $100, $500 and $1,000; int. payable May and Nov., at office of Harrisburg Trust Co., trustee of mortgage.

Operation.—July 11 to Dec. 31, 1900.

Total receipts	$20,899
Operating expenses	16,552
Earnings from operation	4,347

Plant and Equipment.—Miles of track (electric), 14; gauge, 5 ft. 2½ in.; 65 lb. T and 85 lb. girder rail; 10 motor cars and 4 trail cars. Power supplied by the Irwin Electric Light & Power Co.

Officers.—Pres. E. Bailey, V. Pres. & Treas. Robert McMeen, Sec. & Supt. C. L. Brinser.

General Office, Greensburg, Pa.

Date of information, Feb., 1901. b z

Greensburg & Hempfield Electric Street Railway Co.—Chartered Sept. 27, 1889. Reorganized July 11, 1900. Annual meeting second Monday in Jan. On July 18, 1900, this company's property was leased to the Westmoreland Ry. Co.

Capital Stock, authorized and issued, $60,000, par value, $50 per share.

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. girder and T rail; 3 motor cars, Phœnix I. W. engines, West. dynamos and motors, Lamokin cars.

Officers.—Pres. J. B. Head, Sec. & Treas. J. E. Keenan.

Directors.—John B. Head, J. E. Keenan, B. F. Myers, R. G. Cox, C. L. Brinser.

General Office, Huff Bldg., Greensburg.

Date of information, Feb., 1901. b z

GREENVILLE, MISS.

Population in 1880, 2,191, in 1890, 6,655, in 1900, 7,642.

Greenville Light & Car Co.—This company is now constructing a new electric railway succeeding the Greenville Street Ry., which property had been abandoned, and rails removed.

Capital Stock, authorized and issued, $100,000.

Funded Debt, $40,000.

Officers.—Pres. J. A. Gaboury, Sec. & Treas. J. D. Gaboury.

Date of information, Feb., 1901. d

GREENVILLE, S. C.

Population in 1890, 8,607, in 1900, 11,860.

Greenville Electric Railway Co.—This company was organized in 1900, to construct an electric railway at Greenville. Construction work was commenced in Oct. 1900, and it was expected to place the road in operation early in 1901.

Date of information, Dec., 1900. x

GREENWICH, N. Y.

Population in 1880, 1,231, in 1890, 1,663, in 1900, 1,869.

Greenwich & Schuylerville Electric Railroad Co.—Chartered July 1, 1895. On Jan. 11, 1900, this company placed its road in operation between Schuylerville and Stillwater, and on June 17, 1900, the line between Stillwater and Greenwich was completed, connecting at Greenwich with the Greenwich & Johnsonville Ry., and at Stillwater with the Stillwater & Mechanicsville Electric Ry.

Capital Stock, authorized and issued, $200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $325,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July.

Operation.—Period ending June 30,	1900.
Gross receipts	$9,762
Operating expenses	2,846
Earnings from operation	6,916
Deductions from earnings.	
Interest	4,062
Taxes	54
Net income	2,800
To surplus account	2,800

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$544,094	Capital stock	$200,000
Cash	331	Funded debt	325,000
		Loans	10,000
		Sundries	6,625
		Profit and loss (surplus)	2,800
Total	$544,425	Total	$544,425

Plant and Equipment.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 electric locomotive, 4 motor cars and 6 trail cars.

Officers.—Pres. Martin Schenck, Rensselaer, N. Y.; Sec. & Treas. A. W. Powers, Lansingburgh, N. Y.; Supt. Jno. Mahoney, Stillwater, N. Y.

Directors.—Martin Schenck, Rensselaer, N. Y.; A. E. Powers A. W. Powers, Chas. H. Dauchy, J. A. Powers, W. C. Grosbeck,, W. C. Colburn, Lansingburgh. N. Y.; Reeves Smith, Fulton, N. Y.; C. E. Arnold, N. Y. City.

General Office, Greenwich, N. Y.

Date of information, Feb., 1900. x

GUELPH, ONT.

Population in 1890, 9,890, in 1898, 11,500.

Guelph Street Railway Co.

Capital Stock.—Unknown.

Plant and Equipment.—Miles of track (electric), 6; 60 lb. T rail; 6 motor cars; 2-100 h. p. boilers, 1-150 h. p. engine; 1-110 k. w. generator; Gen. Elec. motors.

Officers.—Pres. Geo. Sleeman, Sec. & Treas. E. C. Sleeman.

General Office, Guelph, Ont.

Date of information, Jan., 1900. z

HACKENSACK, N. J.

Population in 1880, 4,248, in 1890, 6,004, in 1900, 9,443.

The New Jersey & Hudson River Railway & Ferry Co.—This company was incorporated under the laws of New Jersey, Feb. 27, 1900, as a consolidation of the Bergen County Traction Co., the Ridgefield & Teaneck Ry. Co. (which was incorporated Feb. 17, 1900), the Riverside & Fort Lee Ferry Co. and the Highland Improvement Co., these companies having been controlled for some years by the same interests. This company has made some important improvements in both the railway and ferry service, which include additions to the power house equipment, new double truck open cars, and is now building new double ferry slips in New York City, and an amusement park on the Palisades opposite the city. The extension of the line to Hackensack was opened June 21, 1900.

Capital Stock.—Authorized, $1,750,000; common, authorized and issued, $1,000,000; preferred 6 p. c., non-cumulative, authorized, $750,000, issued, $450,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $800,000; in treasury for future permanent improvements, $700,000; dated Mar. 1, 1900, due 1950; denom. $1,000; coupon, but may be registered; subject to call at 110 after Mar. 1, 1905; int. payable at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 70 lb. T rail; 23 motor cars; Gen. Elec. generators and motors, American cars.

Officers.—Pres. A. Merritt Taylor, 1st V. Pres. W. H. Clark, 2d V. Pres. & Gen. Man. Frank R. Ford, Sec. & Treas. W. N. Barrows, Gen. Supt. of Railway F. W. Bacon, Supt. of Ferry E. W. Lawson.

Directors.—A. M. Taylor, W. H. Clark, Jos. De F. Junkin, S. D. Page, C. T. Colladay, Philadelphia, Pa.; J. C. Young, Jersey City, N. J.; George W. Young, G. H. Davis, Geo. W. Bacon, F. R. Ford, New York City; Chas. N. Black, Morristown, N. J.

General Office and Power Station, Edgewater, N. J.

References.—Extensions of Bergen County Traction Co., Vol. XVI, Feb. 3, '00, p. 114 (ill.); important new work, Vol. XVI, Sept. 1, '00, p. 836 (ill.).

Date of information, Mar., 1901. z

HAGERSTOWN, MD.

Population in 1880, 6,627, in 1890, 10,118, in 1900, 13,591.

Hagerstown Railway Co.—Charter and municipal franchise granted Mar. 12, 1896, for 40 years. Annual meeting fourth Friday in Jan. Since March 1, 1898, this company has been in control of the electric lighting system of Hagerstown, and a new station of the consolidated interests has just been completed.

Capital Stock, authorized and issued, $200,000, par value $50 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized $200,000, issued, $150,000; dated May 1, 1896, due 1916; denom. $100 and $500; int. payable Feb. and May, Aug. and Nov., at office of Commonwealth Guaranty Trust & Safe Deposit Co., of Harrisburg, Pa., trustee of mortgage.

OPERATION.—	Aug. 8, to Dec. 31 1896.	Year ending Dec. 31, 1898.
Gross receipts	$12,940	$50,560
Operating expenses and taxes	7,125	34,305
Earnings from operation	5,815	16,255
Deductions from earnings.		
Interest on bonds	5,000	12,000
Net income	815	4,255
Surplus		4,255
Total surplus		5,655
Per cent. op. exp. to total receipts	54.9	67.6

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb. and 68 lb. T and girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Harrisburg Foundry & Machine Works engines, 1.100 H. P. station plant; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. Christian W. Lynch, V. Pres. Donald C. Halderman, Sec. & Supt. W. C. Hepperle, Treas. Wm. Jennings, Ch. Engr. J. Lesher.

DIRECTORS.—Christian W. Lynch, J. I. Bitner, J. Clarence Lane, Wm. Jennings, Harry Jennings, W. C. Hepperle, E. W. Mealy.

GENERAL OFFICE, Public Square, Hagerstown, Md.

REFERENCE.—Description of power plant, Vol. XV, Feb., '99, p. 93 (brief).

Date of information, Feb., 1901. d

HALIFAX, N. S.

Population in 1881, 36,100, in 1891, 38,556, in 1901 (local estimate), 41,500.

Halifax Electric Tramway Co., Ltd.—Charter and municipal franchise granted Mar. 20, 1895, in perpetuity. Annual meeting second Monday in Feb. This company owns all the property and franchises of the Nova Scotia Power Co., Ltd., the Halifax Street Ry. Co. and the Halifax Illuminating & Motor Co. The franchises of the company embrace the right to operate the electric railway, (described below) and to carry on an electric lighting and motor business. The street railway franchise is exclusive for 20 years. Operation commenced in Feb., 1896. This company owns the lighting plant of the city, including 14,225 incandescent and 309 arc lights, pole lines, stations, etc.

CAPITAL STOCK, authorized and issued, $800,000, with power to increase to $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized and issued, $600,000, in escrow (pending completion), $245,000; dated Oct. 1, 1895; due Jan. 1, 1916; denom. $1,000; int. payable Jan. and July, at office of Bank of Nova Scotia, of Halifax and Montreal; trustee of mortgage, Eastern Trust Co., of Halifax.

NOTE.—The first mortgage bonds may be called for payment in 1900 at 105 and accrued interest.

OPERATION.—Year ending Dec. 31,	1897.	1898.	1899.
Receipts from passengers	$116,745	$119,468	$119,963
" other sources	79,433	78,361	83,972
" total	196,178	197,829	203,935
Operating expenses and taxes	108,150	113,081	112,137
Earnings from operation	88,028	84,748	91,798
Deductions from earnings.			
Interest on bonds	30,000	30,000	30,000
" on floating debt	4,421		
Secretary's office and salary	1,000		
Other deductions	2,798		
Net income	49,809	54,748	61,798
Dividends paid	22,500	48,000	40,000
Surplus	27,309	6,748	21,798
Total surplus account	53,999	50,748	30,375
Per cent. op. exp. to total rec	55.2	59.0	55.1

BALANCE SHEET.—Dated Dec. 31, ASSETS.	1897.	1898.	1899.
Cost of road and equip Other permanent investments	$1,377,040	$1,385,135	$1,400,000
Cash assets	76,845	34,592	41,407
Bills and accounts receivable	30,944	17,003	14,786
Material and supplies	8,130	8,138	6,712
Other assets		7,889	11,148
Construction		48,600	
Total	$1,492,959	$1,501,367	$1,474,053
LIABILITIES.			
Capital stock	$600,000	$800,000	$800,000
Funded debt	600,000	600,000	600,000
Accrued Interest	15,000	15,000	15,000
Bills and accounts payable	23,776	*33,344	27,725
Other liabilities	183	2,275	953
Profit and loss (surplus)	53,999	50,748	30,375
Total	$1,492,959	$1,501,367	$1,474,053

*Dividend due Jan. 1, $12,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.92; gauge, 4 ft. 8½ in.; 60 lb. Johnson T and 80 lb. Johnson girder rail; 40 cars, of which 34 are motor cars and 6 trail cars; 680 H. P. lighting plant, 1250 H. P. railway plant; Robb, M. & S. and A. & S. engines, Can. Gen. Elec. and Walker dynamos, Can. Gen. Elec. 800 motors, Rhodes & Curry cars, Peckham trucks.

OFFICERS.—Pres. David MacKeen, V. Prests. John Y. Payzant, and W. B. Ross, Sec. & Treas. Benj. F. Pearson, Gen. Man. Ch. Engr. and Elecn. F. A. Huntress.

DIRECTORS.—Hon. David Mackeen, Jno. Y. Payzant, W. B. Ross, B. F. Pearson, Abner Kingman, Frank Paul.

GENERAL OFFICE, Lower Water St., Halifax, N. S.

REFERENCE.—Increase of bonds, Vol. IX, Mar., '93, p. 197; elec. system, Vol. XVI, May 5, '00, p. 357 (3 pp. ill. & map).

Date of information, Feb., 1901. z

HAMBURG, N. Y.

Population in 1880, 758, in 1890, 1,331, in 1900, 1,683.

Hamburg Railway Co.—Chartered Mar. 8, 1895, to construct an electric railway from a connection with the Buffalo Railway at the city line to Blasdell, Woodlawn Beach and Hamburg, principally for summer traffic. Annual meeting second Wednesday in Mar.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $30,000, issued, $10,000; dated Aug. 1, 1895, due 1905; int. payable Aug. and Feb.

OPERATION.—Year ending June 30,	1897.	1898.	1899.	1900.
Total receipts	$3,145	$3,277	$3,010	$4,065
Operating expenses	4,829	3,797	3,780	5,040
Deficit from operation	1,684	520	770	*975
Interest on funded debt, due and accrued	300	1,078	950	600
Taxes			105	132
Deficit	1,984	1,578	1,825	1,707
Total deficit	1,984	3,582	7,907	9,614

BALANCE SHEET.—Dated June 20, ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$36,967	$35,416	$36,603	$36,603	$63,710
" equipment		14,403	15,402	15,402	
Cash and current liabil.		52			
Material and supplies		1,800			
Profit and loss (deficit)		1,984	3,582	7,907	9,614
Total	$36,967	$53,654	$55,587	$59,912	$73,324
LIABILITIES.					
Capital stock	$10,000	$31,800	$31,800	$31,800	$50,000
Funded debt	10,000	10,000	10,000	10,000	10,000
Loans and bills payable	16,967	4,544	9,169	13,147	12,724
Interest on funded debt		282	1,290	1,500	600
Accounts payable		7,028	3,528	3,465	
Total	$36,967	$53,654	$55,587	$59,912	$73,324

PLANT AND EQUIPMENT.—Miles of track, 2.49; 60 lb. rail; 4 motor cars.

OFFICERS.—Pres. H. B. Butterfield, V. Pres. G. B. Salisbury, Sec. & Treas. Daniel W. Allen, Supt. Bert A. Sowle, Blasdell, N. Y.

DIRECTORS.—H. S. Crossman, H. E. Heller, G. B. Salisbury, O. H. Sowle, H. B. Butterfield, Daniel W. Allen, G. A. Nichols, B. A. Sowle, F. S. Grist.

GENERAL OFFICE, 870 Ellicott Sq., Buffalo, N. Y.

Date of information, Dec., 1900. b

HAMILTON, O.

Population in 1880, 12,122, in 1890, 17,565, in 1900, 23,914.

Southern Ohio Traction Co.—Chartered Apr., 1900. This company is the consolidation effected Feb. 24, 1900, of the Cincinnati & Hamilton Electric Street Ry. Co., the Dayton Traction Co. and the Cincinnati & Miami Valley Traction Co. and operates from Dayton through to College Hill, where connection is made with the system of the Cincinnati Street Ry. Co.

CAPITAL STOCK, authorized and issued, $2,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p.c. bonds, authorized, $2,000,000, issued, $1,050,000; in escrow to retire prior liens, $650,000; in treasury, $300,000; dated May 1, 1900, due 1925; denom. $1,000 coupon, but may be registered; int. payable May and Nov., at office of Cleveland Trust Co., trustee of mortgage, and at office of Standard Trust Co., of New York.

PRIOR LIENS.

Cincinnati & Hamilton Electric Street Ry. Co.'s First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $400,000; dated

July, 1898, due 1918; denom. $500; int. payable Jan. and July at office of the American Trust Co., of Cleveland, O., trustee of mortgage.

Dayton Traction Co.'s first mortgage 5 p. c. gold coupon bonds; outstanding, $400,000; dated June 30, 1896, due 1916; denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Debenture 6 p. c. coupon bonds, outstanding, $39,000; dated Mar., 1898, due 1913; denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.
Gross receipts	$240,317	$294,906
Operating expense	137,200	154,364
Earnings from operation	103,117	140,542
Deductions from earnings	89,000	89,000
Net income	14,117	51,542
Dividends	-	15,000
To surplus account		34,202
Per cent. op. exp. to total receipts		52.

PLANT AND EQUIPMENT.——Miles of track (electric), 52.5; gauge, 4 ft. 8½ in.; 31 motor cars; 8 Gen. Elec. generators of 2,100 K. W. total power.

OFFICERS.—Pres. Will Christy, 1st V. Pres. M. J. Mandelbaum, Sec. & Treas. F. T. Pomeroy, Gen. Man. F. J. J. Sloat, Audr. W. Bicknell.

DIRECTORS.—W. Christy, M. J. Mandelbaum, James Christy, Jr., Peter Schwab, A. E. Akins, F. T. Pomeroy, J. Mandelbaum, L. J. Wolf, W. H. Lamprecht, E. W. Christy, J. R. Nutt, O. V. Parrish.

GENERAL OFFICE, Hamilton, O.

POWER STATIONS, Symmes, Franklin, Busenback and Dwyer, O.

REFERENCE.—Description of road, Vol. XV, Feb., '99, p. 82 (ill.). Three cent fares effect. Vol. XVI, May, '00, p. 500.

Date of information, Feb., 1901. z

Cincinnati & Hamilton Electric Street Railway Co.—Chartered 1897, and road completed about December, 1898. On Feb. 24, 1900, this company was consolidated with the Cincinnati & Miami Valley Traction Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

Date of information, Feb., 1901. z

Cincinnati & Miami Valley Traction Co.—Incorporated July, 1896, to carry passengers and freight. This is an interurban road extending from Hamilton, Overpeck, Trenton, Middletown, Franklin, and Miamisburg to Dayton. The company operates over the leased tracks of Dayton Traction Co., from Miamisburg to Dayton. In Feb., 1900, this company was consolidated with the Cincinnati & Hamilton St. Ry. Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

REFERENCES.—Description of cars, Vol. XIII, July, '97, p. 439 (ill.); description of road, Vol. XIV, Mar., '98, p. 121 (ill.).

Date of information, Feb., 1901. z

Hamilton & Lindenwald Electric Transit Co.—Chartered Dec. 30, 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, $100,000, dated 1896, due 1906; denom. $500; int. payable Apr. and Oct., at office of First National Bank, of Cincinnati, O.; trustee of mortgage, S. D. Fitton, of Hamilton.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 40 lb. to 72 lb. T, grooved and girder rail; 25 cars, of which 17 are motor cars and 8 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Stephenson, American and Laclede cars.

OFFICERS.—Pres. C. Benninghofen, V. Pres. J. J. McMakin, Sec. & Treas. P. Benninghofen, Asst. Sec. Chas. E. Warwick, Supt. Elecn. & Ch. Engr. of Power Station W. Bowman, Asst. Engrs. James Woolley and A. E. Black.

DIRECTORS.—C. Benninghofen, P. Benninghofen, J. J. McMakin, E. G. Ruder, S. D. Fitton.

GENERAL OFFICE, Hamilton, O.

Date of information, Jan., 1901. z

HAMILTON, ONT.

Population, in 1900, 60,000.

Hamilton Electric Light & Cataract Power Co., (Ltd.)—This company owns and operates the Hamilton Street Ry. the Hamilton and Dundas Street Ry., the Hamilton Radial Electric Ry. and the Hamilton Electric Light and Power Co., which were consolidated by and acquired from the Cataract Power Co. of Hamilton (Ltd.), by its change of name as above stated.

Date of information, Jan., 1901. z

Hamilton Street Railway Co.—Chartered 1873. New electric franchise dates from 1898. This property is owned and operated by the Hamilton Electric Light & Cataract Power Co. (Ltd.).

CAPITAL STOCK, $205,000.

FUNDED DEBT.—First mortgage, 4½ p. c. currency coupon bonds, $500,000; dated Dec. 22, 1898, due Dec. 22, 1928; denom. $1,000; int. payable June and Dec. at office of Bank of Commerce, Hamilton, Ont.; trustees of mortgage E. Martin and Geo. A. Cox.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 62 lb. and 69 lb. girder rail; 75 cars, of which 35 are motor cars and 40 trail cars, Jones cars, power leased.

OFFICERS.—Pres. Hon. J. M. Gibson, V. Pres. Jno. Dickenson. Sec. John Patterson, Gen. Man. C. K. Green, Pur. Agt. J. B. Griffith,

DIRECTORS.—Hon. J. M. Gibson, John Dickenson, John Moodie, John Patterson, J. A. Kammerer, A. B. Forbes, E. P. Smith.

GENERAL OFFICE, 96 N. James St., Hamilton, Ont.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road, Vol. XI, Souv., '95, p. 35 (ill.).

Date of information, Jan., 1901. z

Hamilton & Dundas Street Railway.—This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 5 cars, of which 3 are motor cars and 2 trail cars; rent power.

OFFICERS.—Pres. John Dickenson, V. Pres. J. A. Kammerer, Sec. John Patterson, Treas. John Moodie, Gen. Man. C. K. Green, Pur. Agt. J. B. Griffith.

DIRECTORS.—John Patterson, John Moodie, J. A. Kammerer, John Dickenson, J. M. Gibson, A. B. Forbes, E. P. Smith.

GENERAL OFFICE, Hamilton, Ont.

Date of information, Jan., 1901. z

Hamilton Radial Electric Railway Co.— This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

CAPITAL STOCK, authorized, $1,000,000, issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Can. Gen. Elec. dynamos and motors, Patterson & Corbin, Crossen and Ottawa cars. Power leased.

OFFICERS.—Pres. John Patterson, V. Pres. J. M. Gibson, Sec. J. D. Cherrier, Treas. Jno. Moodie, Gen. Man. C. K. Green, Elecn. C. D. French.

GENERAL OFFICE, Cor. James and Gore Sts., Hamilton, Ont.

Date of information, Jan., 1901. z

Hamilton, Grimsby & Beamsville Electric Railway Co.—Chartered in 1892, in perpetuity, by special act of legislature. Annual meeting fourth Wednesday in Jan., commenced operation Oct. 18, 1894.

CAPITAL STOCK, authorized, $200,000, issued, $113,300.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued, $85,000; dated Nov. 1, 1894, due May 1, 1924; denom. $500; int. payable at office of Imperial Bank of Toronto; trustees of mortgage, A. E. Jarvis and D. R. Wilkie.

OPERATION.—Year ending Dec. 31,	1896.	1897.	1898.	1899.
Receipts from passengers	$35,278	$34,163	$30,060	$34,035
" other sources		8 839	12,676	10,635
" total	35,278	43,002	42,736	44,670
Operating expenses	24,122	22,160	26,926	27,730
Earnings from operation	11,156	20,842	15,810	16,940
Deductions from earnings.				
Interest		3,188	6,621	6,402
Taxes		241	574	
Rentals		160		
Net income		17,253	8,615	10,538
Dividends paid		5,665	5,665	5,665
Surplus		11,588	2,950	4,873
Total surplus		28,943	31,449	35,472
P.c.op. exp. to total receipts		51.5	63.0	62.0

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.
Passengers carried	243,394	248,426	256,481
Car miles run	196,006	214,836	233,493
Total receipts per car mile	$.180	$.200	$.183
Operating expenses per car mile	.123	.103	.111

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Permanent way ...	$162,964	$200,623	$258,463	$265,232	
Real est. and bldgs.	25,774	25,904			
Overhead line.....	23,370	33,457			
Rolling stock......	34,153	34,257			
Pwr. house equip..	24,056	24,197			
Tools & implements	1,500	1,591	1,637	1,775	
Material on hand..	4,367	3,519	2,703	2,017	
Horse and wagon..	110	250	250	268	
Furniture..........	588	710	722	752	
Outstanding freight	523	305		770	
Insurance unearned	509	510	94	233	
Open accounts.....	175	302			
Cash	1,135	815	286	263	
Other assets			538	850	
Total..........	$279,224	$326,440	$264,693	$272,160	$277,474
LIABILITIES.					
Capital stock......	$108,085	$114,300	$113,300	$113,300	$113,300
Bonds and interest.	55,460	55,460	85,000	85,000	85,000
Mortgages.........	7,289	7,069	7,000	7,000	
Outstanding accts..	3,886	1,030	850	2,747	
Bills payable......	9,821	45,063	27,400	28,900	
Wages............	474	607		596	
Reserves.........	5,395	5,395		1,416	
Net profits	11,144	11,156			
Other liabilities....			2,200	1,752	43,702
Surplus...........	77,671	86,361	28,943	31,449	35,472
Total.........	$279,224	$326,440	$264,693	$272,160	$277,474

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 50 lb. 65 lb. and 70 lb. girder and T rail; 8 motor passenger cars; 2 150 H. P. engines, 2 150 H. P. generators, Inglis engines and boilers, West. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. C. J. Myles, V. Pres. Wm. J. Harris, Sec. & Gen. Man. A. J. Nelles, Treas. R. S. Martin.

DIRECTORS.—A. H. Myles, C. J. Myles, W. J. Harris, Leopold Bauer, Robt. Ramsay, R. S. Martin, R. S. Morris.

GENERAL OFFICE, cor. Main and Catherine Sts., Hamilton, Ont.

REFERENCES.—Description of road, Vol. XI, Souv., '95, p. 38 (ill.); description of road, Vol. XIII, Feb., '97, p. 84.

Date of information, Feb., 1901. z

HAMMOND, IND.

Population in 1880, 699, in 1890, 5,428, in 1900, 12,376.

Hammond, Whiting & East Chicago Electric Railway Co.—Chartered 1892, for 25 years. This company owns the electric line connecting Roby, Whiting, East Chicago and Hammond, across the Indiana line adjoining Chicago. The road is operated in connection with the South Chicago City Ry., and through cars are run from 63d St. and Madison Ave. in Chicago, to Hammond, Ind.; through cars are also run from 63d St. and Madison Ave. to Whiting, Ind.

CAPITAL STOCK, authorized, $300,000, issued, $287,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Mar. 1, 1894, due 1914; int. payable Mar. and Sept., at Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 80 lb. T rail, 28 cars, of which 17 are motor cars and 11 trail cars; power furnished by the South Chicago City Ry. Co.

OFFICERS.—Pres. A. M. Turner, V. Pres. D. M. Cummings, Sec. & Treas. O. S. Gaither.

DIRECTORS.—A. Murray Turner, O. S. Gaither, D. M. Cummings, Geo. L. Bradbury, V. Shaw Kennedy.

GENERAL OFFICE, 308 First National Bank Building, Chicago, Ill.

REFERENCE.—Recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Jan., 1901. z

HAMPTON, VA.

Population in 1880, 2,684, in 1890, 2,513, in 1900, 3,431.

Newport News & Old Point Railway & Electric Co.—This company in 1898, purchased the property of the Newport News, Hampton & Old Point Railway Co., and acquired the Chesapeake Light & Power Co., also operates an ice plant, and owns $193,000 out of $200,000 capital stock of the Citizens Ry., Light & Power Co.

CAPITAL STOCK, common stock, authorized and issued, $1,075,000, par value $100 per share; 5 p. c. cumulative preferred stock, authorized and issued, $600,000, par value $100 per share.

FUNDED DEBT, First mortgage 5 p. c. gold bonds, authorized, and issued, $900,000; coupon but may be registered; denom. $1,000; dated Nov. 1, 1898, due 1938; int. payable Mar. and Nov. at office of Alex. Brown & Sons, of Baltimore; trustee of mortgage The Maryland Trust Co., of Baltimore.

OPERATION.—Year ending	April 30, 1898.	Oct. 31, 1899.
Gross receipts....................................	$170,899	$224,799
Operating expenses............................	83,510	130,168
Earnings from operation........................	87,389	94,631
Fixed charges....................................		43,803
Net income..		50,828
Dividend...		10,000
To surplus account..............................		40,828

PLANT AND EQUIPMENT.—Miles of track (electric), 22.25; gauge, 4 ft. 8½ in.; 65 lb. T, to 92 lb. girder rail; 32 motor cars and 10 trail cars; Frick and Green engines, 2000 H. P., Station plant Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. W. J. Payne, V. Pres. L. P. Stearnes, Sec. D. C. Zollikoffer, Treas. H. L. Schmelz, Audr. F. Von Schilling, Gen. Supt. H. H. Carr.

REFERENCE.—Description of road, Vol. IX, Feb., '93, p. 80 (ill.).

Date of information, Feb., 1901. z

Citizens Railway, Light & Power Co.—Incorporated May 1, 1900. This Company is a consolidation of the Peninsular Ry. Co., the Chesapeake & Hampton Roads Ry. Co., and the Peninsular Electric Light & Power Co. The capital stock of this company is controlled by the Newport News & Old Point Ry. & Electric Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c, gold bonds, authorized, $800,00; issued, $675,000; in treasury for future improvements, $125,000; dated May 1, 1900, due 1940; denom, $1,000; coupon, but may be registered; int. payable May and Nov., at office of Alexander Brown & Sons, Baltimore, trustee of mortgage, Maryland Trust Co., of Baltimore.

The stock and bonds of this company are guaranteed, principal and interest, by the Newport News & Old Point Ry. & Electric Co. Bonds are subject to call on 60 days notice at 110 and interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge 4 ft. 8½ in; 65 lb. T rail; 6 motor cars.

OFFICERS.—Pres. W. A. Post, Sec. & Treas. E. Burnette.

GENERAL OFFICE, Hampton, Va.

Date of information, Feb., 1901. z

HANCOCK, MICH.

Population in 1900, 1,775.

Houghton County Street Railway Co.—Charter and municipal franchises granted 1899. Annual meeting, 2d Tuesday in Aug. This company has been organized to construct an electric railway from Hancock, Mich., and extending through the copper belt. Contracts have been made with Stone & Webster, Boston, Mass., and construction work was commenced in the spring of 1900, and in Nov. part of the line was in operation.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $300,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars; 750 H. P. Corliss direct comp. engine; 500 K. W. Gen. Elec. generator.

OFFICERS.—Pres. F. J. Bawden, Sec. Elliot Wadsworth, Treas. W. C. Forbes, Gen. Mans. Stone & Webster, 93 Federal St., Boston, Mass., Supt. George C. Towle.

DIRECTORS.—F. J. Bawden, C. A. Stone, E. S. Webster, W. Cameron Forbes, W. O. Chapman, R. L. McDuffie, W. H. Taylor.

GENERAL OFFICE, 93 Federal St., Boston, Mass.

POWER STATION, Houghton, Mich.

Date of information, Jan., 1901. z

HANNIBAL, MO.

Population in 1880, 11,074, in 1890, 12,857, in 1900, 12,780.

Hannibal Traction Co.—This company is the successor to the Hannibal Ry. Co. whose property and franchises were sold on June 1, 1899, to the Sutherland Construction & Improvement Co. of New York City. The new company will rebuild the lines, improve the equipment and erect a new power house. A new company, with a capital stock of $150,000, will be organized to build extensions.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail cars; Hamilton-Corliss engines; Gen. Elec. dynamos and motors, Jones and St. Louis cars, Bemis trucks.

OFFICERS.—Gen. Man. J. E. Derrick.

GENERAL OFFICE, 300 Market St.

REFERENCE.—Change in ownership, Vol. XIII, May, '97, p. 315.

Date of information, Jan, 1900. z

Hannibal Railway & Electric Co.—It is reported that this company was organized in the interests of the Hannibal Traction Co., to make improvements and build extensions, of the older company.

CAPITAL STOCK, authorized and issued, $150,000.

INCORPORATORS.—E. D. Brewington, G. D. Clayton, E. P. Bowman, H. J. Beatty, J. K. Adams, W. S. Twiddy, R. C. Maroney,

Date of information, Dec., 1900. x

HANOVER, MASS.

Population, 1880, 1,897, in 1890, 2,093, in 1900, 2,151.

South Shore & Boston Street Railway Co.—This company is the successor to the Hanover Street Ry. Co., which, on July 15, 1899, was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham, including the Hull St. Ry. and the Rockland & Abington St. Ry. Co.'s, forming the new company. On Nov. 15, 1900, the new company was consolidated with the Brockton St. Ry. Co., the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, and issued, $865,000; par value, $100 per share.

FUNDED DEBT.—$600,000, as follows:

South Shore & Boston Railway Co''s
  First consolidated mortgage 5 p. c. gold bonds, $335,000; due Aug. 1, 1919.
Braintree & Weymouth Railway Co.'s
  First mortgage 5 p. c. bonds, $80,000; due Mar. 1, 1917.
Bridgewater, Whitman & Rockland Railway Co.'s
  First mortgage 5 p. c. gold bonds, $85,000; due Nov. 1, 1917.
Rockland & Abington Railway Co.'s
  First mortgage 6 p. c. bonds, $100,000; due May 1, 1915.

OPERATION.—The figures here given are for the operation of the Hanover St. Ry. Co. to July 15, 1899, and of the South Shore & Boston Ry. for the year 1900.

	3½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	Ped. endg. July 15, 1899.	Yr. endg. Sept. 30, 1900.
Rec'pts from passeng's.	$5,542	$13,414	$13,286	$ 9,698	$241,874
" other sources...	53	41	374	216	1,889
" total...........	5,595	13,455	13,660	9,914	243,763
Operating expenses....	6,931	14,591	12,111	9,587	200,139
Deficit from operation..	1,336	1,136	1,549	327	43,624
Other deductions.					
Interest............	90	968	1,330	755	35,040
Taxes..............	191	754	387	400	10,835
Miscel. charges....		52			
Net deficit..............	1,617	2,910	167	828	2,251
Net adjustments to cred't of profit & loss acct..					21,230
Total deficit............	1,617	4,527	4,694	5,348	*13,120

*Surplus.

BALANCE SHEET,—Dated ASSETS.	Sept. 30, 1896.	1897.	1898.	July 15, 1899.	Sept. 30, 1900.
Cost of road.............	$42,663	$43,618	$44 058	$47,408	$940,001
" equipment.......	8,019	15,730	15,801	15,805	241,922
Land and buildings......	3,125	3,524	4 100	4,123	261,355
Cash and current assets...	72	816	34	509	92,387
Material and supplies.....	558				
Other assets.............		382	409	409	18,419
Profit and loss (deficit)....	1,617	4,527	4,694	5,348	
Total................	$56,055	$68,597	$69,066	$73,602	$1,554,084
LIABILITIES.					
Capital stock............	$49,200	$49,400	$49,400	$49,400	$865,000
Loans and bills payable..	6,352	18,476	19,344	23,822	600,000
Accrued liabilities........	503	721	352	380	9,814
Profit and loss (surplus)..					13,120
Total	$56,055	$68,597	$69,096	$73,602	$1,554,084

PLANT AND EQUIPMENT.—Miles of track (electric), 72.64; 100 motor cars; 13 snow plows; West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. John R. Graham, V. Pres. Edward B. Nevin, Sec. & Gen. Man. Gardner F. Wells, Treas. Alonzo F. Walters, Supt. Albert H. Walcott.

DIRECTORS.—John R. Graham, Edward B. Nevin, Dr. Wm. A. Drake, J. H. Goodspeed, P. F. Sullivan, Clarence Burgin, Brainerd T. Dyer.

GENERAL OFFICE, Quincy, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Jan., 1901. b

HANOVER, PA.

Population in 1890, 3,746, in 1900, 5,302.

Hanover & McSherrystown Street Railway Co.—Chartered Sept. 30, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $30,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts...............	$6,706	$7,096	$7,346	$7,129	$6,987
Operating expenses..........	6,275	6,424	6,798	6,222	4,964
Earnings from operation.....	431	672	578	907	2,023
Deductions from earnings.					
Taxes................				161	75
Other deductions........				412	1,813
Net income..............				334	135

BALANCE SHEET.—Dated June 30, ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction...............	$26,580	$28,570	$28,570	$28,570	$28,570
Equipment.................	8,237	8,237	8,237	8,237	8,237
Material..................	418	420	306	298	250
Cash	179	768	260	594	729
Other assets..............		205			
Profit and loss (deficit).......	486		827	541	
Total.................	$35,900	$38,200	$38,200	$38,240	$37,786
LIABILITIES.					
Capital stock...............	$30,000	$30,000	$30,000	$30,000	$30,000
Unfunded debt..............	5,900	8,200	8,200	8,240	7,000
Profit and loss (surplus).....					786
Total.................	$35,900	$38,200	$38,200	$38,240	$37,786

PLANT AND EQUIPMENT.—Miles of track (electric), 3.62; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 4 cars, of which 3 are motor cars and 1 trail car; Harrisburg engines, West. and Gen. Elec. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. C. E. Ehrehart, Sec. & Pur. Agt. A. H. Melhorn, Treas. E. M. Etzler, Gen. Supt. Esau Bailey, Elecn. J. W. Mumfer.

DIRECTORS.—L. D. Seil, E. M. Etzler, A. H. Melhorn, J. M. Schmuck, J. A. Poist, S. L. Johns, C. E. Ehrehart.

Date of information, Feb., 1901. b

HARRISBURG, PA.

Population in 1880, 30,762; in 1890, 39,385; in 1900, 50,167.

Harrisburg Traction Co.—Chartered June 18, 1895, as a virtual consolidation of the East Harrisburg Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Harrisburg City Passenger Ry. Co. and the Middletown, Highspire & Steelton Street Ry. Co. The company holds in its treasury the entire stock issue of the East Harrisburg Passenger Ry. Co. and the Citizens' Passenger Ry. Co.

Capital Stock, authorized and issued, $2,000,000; par value, $50 per share.

Funded Debt.—Citizens' Passenger Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated May 1, 1894, due 1924; int. payable May and Nov., at Commonwealth Guarantee Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers			$296,808	$306,898	$332,944
" other sources			4,659	6,043	10,564
Total receipts...........	$232,607	$228,534	301,467	312,941	343,508
Operating expenses......	136,355	129,901	135,620	159,027	156,634
Earnings from operation.	96,252	98,633	165,847	153,914	186,874
Deductions from earnings.					
Betterments			22,283	8,091	21,400
Fixed charges.............	49,504				
Interest on bonds.........		4,500	4,500	4,500	4,500
" " floating debt...		9,106	7,367	2,227	
Taxes		12,102	9,956	10,023	33,255
Rentals		25,000	25,000	25,000	25,000
Net income................	46,748	47,925	96,741	104,073	102,719
Dividends paid.............			65,450	88,148	100,000
To surplus account..........			31,291	15,925	2,719
Total surplus account........					18,644

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road betterments...		$4,530		$26,403
Cash	$11,306	13,464	48,230	42,678
Power station equipment.. Car equipment............	4,274	166,799		200,000
Track and roadway con....	2,805			
Other permanent invest....	1,736,526	1,870,000		1,870,000
Supplies..................	5,111	6,073	10,864	10,894
Citizens' Pass.R.Co.'s debt.			105,000	
E. Harrisburg Pass. Ry. Co.'s debt................			95,000	
E. Harrisburg Pass. Ry. Co.'s stock..............			1,545,867	
Citizens'Pass.Ry.Co.'s stock			324,133	
Bills receivable...........	207	151	686	2,286
Other assets..............	249,399			
Total.................	$2,009,628	$2,061,017	$2,129,780	$2,152,261
LIABILITIES.				
Capital stock..............	$1,735,900	$1,870,000	$2,000,000	$2,000,000
Funded debt (Cit. Ry. Co.).	75,000		75,000	75,000
Dividends unpaid..........				50,000
Notes payable.............		92,500		
Bills payable..............	158,200	44,476	38,855	8,617
Profit and loss (surplus)...	40,528	54,041	15,925	18,644
Total.................	$2,009,628	$2,061,017	$2,129,780	$2,152,261

Plant and Equipment.—Miles of track (electric), 46; gauge, 5 ft. 2½ in.; 75 lb. and 90 lb. girder and 60 lb. T rail; 65 motor cars and 38 trail cars; Wetherill and Harrisburg engines, 1,000 H. P. upper and 750 H. P. lower stations. Gen. Elec. and West. dynamos and motorsl Brill, Jackson & Sharp and Lamokin cars, Brill and Robinson radia, trucks.

Officers.—Pres. Edward Bailey, V. Pres. B. F. Meyers, Sec. & Treas. W. J. Calder, Gen. Man. & Supt. F. B. Musser.

Directors.—E. C. Felton, T. G. Calder, W. H. Siebert, E. Z. Wallower, A. G. Knisely, Henry A. Kelker, J. G. M. Bay, F. Eugene Walz, James M. Cameron, George W. Reily, E. W. S. Parthemore, J. F. Dunkle, H. Cohen.

General Office, 7 So. Second St., Harrisburg.

Power Station, South Cameron, Pa.

Date of information, Feb., 1901. z

Cumberland Valley Traction Co.—Chartered Dec. 18, 1893. This company leased the Cumberland Valley Electric Passenger Ry. Co. in 1894. This lease was annulled in 1897, and the lease was renewed in the same year for 99 years.

Capital Stock.—Common, authorized, $500,000, issued, $333,600; preferred, authorized, $50,000, issued, $32,400; par values, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $110,200; dated April 1, 1897, due 1927; denom. $100 and $500; int. payable Apr. and Oct., at office of Harrisburg Trust Co., trustee of mortgage.

*Deficit.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts................	$4,154	$9,976	$12,651	$11,460	$12,578
Operating expenses...........	2,554	7,624	11,318	11,337	10 763
Earnings from operation.......	$1,600	2,352	1,333	123	1,815
Deductions from earnings.					
Taxes	1,441	82	98	123	457
Rentals....................	150	250	250		
Other expenses............		1,681	1,242		1,413
Net income..................	9	339	*257		*45

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899	1900.
Cost of road...........	$372,609	$431,309	$452,109	$463,576	$481,009
" equipment......	17,491	22,691	22,691	22,691	22,691
Cash..................	9	347	89	89	44
Total..............	$390,109	$454,347	$474,889	$486,356	$503,744
LIABILITIES.					
Capital stock...........	$338,100	$358,900	$366,000	$366.000	$366,000
Funded debt...........	52,000	60,400	79,800	92,100	110,200
Loans		31,000	29,000	28,167	27,500
Accounts payable......		3,700			
Profit and loss (surplus).	9	347	89	89	44
Total..............	$390,109	$454,347	$474,889	$486,356	$503,744

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 56 lb. T rail; 7 motor cars; 225 H. P. station plant.

Officers.—Pres. Geo. W. Cumbler, Sec. F. H. Alleman, Treas. Wm. L. Gorgas, Supt. Jas. O'Hara.

Directors.—Geo. W. Cumbler, B. F. Myers, Wm. L. Gorgas, F. H. Alleman, S. F. Hertzler, J. J. Baughman, C. D. Stucker, H. W. Linebaugh, S. F. Dunkle.

General Office, Harrisburg, Pa.

Date of information, Feb., 1901. z

Harrisburg & Mechanicsburg Electric Railway Co.—Chartered May 7, 1892, for 99 years. Annual meeting second Monday in Jan. This company owns all the rights, franchises and stock of the Harrisburg & Cumberland Electric Ry. Co., and the Fairview & Riverton Electric Ry. Co.

Capital Stock, authorized, $225,000, issued, $144,500, in treasury, $80,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon and registered gold bonds, authorized, $224,000, issued, $144,500, dated Sept., 1894, due 1914; denom. $100, $500 and $1,000; int. payable Mar. and Sept., at office of Harrisburg Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from passengers....	$20,511	$23,194	$25,299	$29,671
" other sources.......		10,525		785
" total..............	20,511	33,719	25,299	30,456
Operating expenses..........	12,677	11 943	15,197	20,819
Earnings from operation......	7,834	21,776	10,102	9,637
Deductions from earnings.				
Interest on bonds	7,344	10,340	9,161	9,758
Taxes	694	725	189	219
Other expenses..........	2,500	9,674	730	
Net deficit...........	2,704	*1,037	*22	*340

*Surplus.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road................	$262,832	$288,830	$288,830	$288,830
" equipment..........	15,170	15,170	15.170	15,170
Bills receivable.............	4,725			
Cash.......................		178	200	
Profit and loss (deficit).......	859			140
Total..................	$283,586	$304,178	$304,200	$304,140
LIABILITIES.				
Capital stock...............	$127,500	$144,500	$144,500	$144,500
Funded debt................	144,400	144,500	144,500	144,500
Dividends unpaid..........	1,686			
Loans.....................	10,000	15.000	15,000	15,140
Profit and loss (surplus).....		178	200	
Total..................	$283,586	$304,178	$304,200	$304,140

Plant and Equipment.—Miles of track (electric), 7; gauge, 5 ft. 2½ in.; 49 lb. and 56 lb. rail; 5 motor cars, power rented.

Officers.—Pres. Spencer C. Gilbert, Sec. & Treas. W. L. Gorgas, Supt. G. H. Bartle.

Directors.—T. Halleman, W. L. Gorgas, B. F. Meyers, J. J. Baughman, S. C. Gilbert, M. C. Kennedy, G. H. Stewart, E. J. McCune, L. D. Gilbert.

General Office, Harrisburg, Pa.

Date of information, Feb., 1901. z

Lykens & Williams Valley Railway Co.—Chartered Dec. 14, 1897. Commenced operation Apr. 1, 1899.

Capital Stock, authorized, $200,000, issued, $188,500; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $180,000, issued, $168,000; dated Jan. 1, 1898, due 1928; denom. $500 and $1,000; int. payable Jan. and July, at office of Harrisburg Trust Co., trustee of mortgage.

Operation.—Year ending June 30, 1900.

Gross receipts..	$16,447
Operating expenses..	12,198
Earnings from operation...................................	4,249
Deductions from earnings.	
Taxes..	740
Interest	4,200
Net income..	*691

*Deficit.

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road............	$366,344	Capital stock............	$188,500
Cash	2,160	Funded debt............	168,000
Materials and supplies...	2,190	Accrued interest.........	4,200
Profit and loss (deficit)...	691	Loans....................	8,450
		Accounts payable.......	2,235
Total..............	$371,385	Total..............	$371,385

Plant and Equipment.—Miles of track (electric), 10.5; 8 motor cars; 400 H. P. station plant; Harrisburg F. and Erie engines; Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

Officers.—Pres. H. A. Hoopes, V. Pres. Wm. E. Stewart, Sec. Jno. Oenslager, Treas. M. G. Potts, Gen. Supt. O. M. Stites.

Directors.—H. A. Hoopes, Wm. E. Stewart, S. A. Reeme, H. D. Hemler, M. G. Potts.

General Office, 711 No. 3d St., Harrisburg, Pa.

Power Station, Williamstown, Dauphin Co., Pa.

Date of information, Feb., 1901. z

HARTFORD, CONN.

Population in 1880, 42,551, in 1890, 53,230, in 1900, 79,850.

Hartford Street Railway Co.—Chartered Oct. 4, 1893, in perpetuity. Annual meeting in Jan. This company leases and operates the East Hartford & Glastonbury Horse R. R. Co., for 30 years from 1897.

Capital Stock, Jan. 1, 1899, authorized, $2,000,000, issued, $1,000,000; par value, $100 per share.

Dividends, 6 p. c. per annum, payable Apr. and Oct.

Funded Debt, on Apr. 1, 1901, was $2,450,000 (see note), as follows:

First mortgage 4 p.c. gold coupon bonds, authorized, $3,000,000; issued, $2,250,000; dated Sept. 1, 1900; due 1930; denom. $1,000. coupon, but may be registered; int. payable Apr. and Oct., at office of Connecticut Trust & Safe Deposit Co., of Hartford, trustee of mortgage.

This company also guarantees the interest on East Hartford & Glastonbury R. R. Co.'s 5 p. c. mortgage bonds, $200,000; dated Dec. 1, 1897, due 1900.

Note.—Of the new mortgage, $1,757,000 were issued to take up the outstanding debenture bonds, called for payment from Sept. 1900, to Mar. 1901; $493,000 for floating debt, extensions, &c.

Operation.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Year ending June 30, 1898.	9 mos. ending June 30, 1899.	Year ending June 30, 1900.
Receipts from pass.	$530,621	$576,204	$437,279	$610,586	$668,183
" other sources	767	789	790	4,045	14,753
" total	531,388	576,993	438,069	614,631	682,936
Operating expenses	367,170	388,641	303,096	433,707	434,744
Earn. from operation	164,218	188,352	134,973	180,924	248,192
Deductions from earn.					
Interest on bonds	90,855	112,247	77,939	104,292	101,440
Taxes	26,373	33,139	35,117	38,471	41,366
Net income	46,990	42,965	42,822	38,161	105,386
Dividends paid	12,000	12,000	21,000	42,000	75,000
To surplus account	34,990	30,965	21,822	*3,839	30,386
Per cent. op. exp. to total receipts	69.1	67.3	69.2	70.7	68.05

* Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	Year ending June 30, 1898.	9 mos. ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried	11,732,630	8,886,229	12,596,948	13,746,263
Car miles run	2,952,291	2,228,932	3,148,930	3,457,753
Total rects. per car mile.	$.195	$.196	$.195	$.197
Oper'g exps. per car mile	.132	.136	.137	.126

Balance Sheet.—Dated ASSETS.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Cost of road	$1,497,582	$2,129,169	$2,247,844	$2,388,849
" equipment	479,186	527,896	532,393	558,751
Real estate	339,590			
Cash assets	21,867	5,314	55,809	11,268
Accounts receivable	604	2,853	3,563	4,875
Other assets	3,481	3,590	8,190	5,460
Horses	1,641			
Power house	290,032			
Stk. of New'gton Tram. Co.	296	296		
Materials on hand	14,618	18,675	16,394	27,213
Total	$2,648,894	$2,687,793	$2,864,193	$2,996,416
LIABILITIES.				
Capital stock	$ 200,000	$ 642,900	$1,000,000	$1,000,000
Funded debt	1,977,000	1,977,000	1,677,000	1,757,000
Bills and accts. payable	315,300	16,667	137,598	156,521
Other liabilities	50,746	50,778	47,485	50,392
Profit and loss (surplus)	105,848	448	2,110	32,503
Total	$2,648,894	$2,687,793	$2,864,193	$2,996,416

Plant and Equipment.—Miles of track (electric), owned, 68.2, leased, 9.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 12 horses, 179 motor cars, 24 snow plows, sweepers and other electric vehicles; Ball & Wood engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Brill and American cars, Brill and Peckham trucks.

Officers.—Pres. E. S. Goodrich, V. Pres. Sam. G. Dunham, Sec. & Treas. Daniel R. Howe, Gen. Man. Norman McD. Crawford, Supt. Frank Caum, Ch. Engr. Henry Van Ormer, Ch. Engr. of Power Station Frank Caum.

Directors.—George E. Taintor, Jas. J. Goodwin, Chas. L. Lincoln, Daniel R. Howe, Atwood Collins, S. G. Dunham, E. S. Goodrich, Hartford, Conn.

General Office, 111 State St.

References.—Description of road, Vol. XI, May, '95, p. 279 (ill.); description of power plant, Vol. XI, Souv., '95, p. 65 (ill.); increase of stock, Vol. XIV, Jan., '98, p. 72; new car house, Vol. XIV, Mar., '98, p. 162; description of special work, Vol. XV., Feb., '99, p. 87 (ill.), Sept., '99, p. 573 (ill.).

Date of information, Jan., 1901. b x

Hartford, Manchester & Rockville Tramway Co.—Chartered June 6, 1894. This company leases and operates the lines of the South Manchester Light, Power & Tramway Co.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. bonds, authorized, $300,000, issued, $200,000; due Oct. 1, 1924; int., payable Apr. and Oct.

Operation.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Receipts from pass.	$52,584	$62,750	$57,015	$101,910	$106,978
" other sources	1,677	2,067	4,177	8,082	8,293
" total	54,261	64,817	61,192	109,992	115,271
Operating expenses	49,066	54,187	38,779	75,516	86,464
Earnings from oper'ns.	5,195	10,630	22,413	44,476	28,807
Deductions from earns.					
Interest	4,500	10,171	5,250	10,742	10,000
Taxes	1,022	2,072	1,975	2,460	5,056
Net income	*327	*1,613	15,188	31,274	13,751

* Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried	707,498	599,429	926,260	1,001,309
Car miles run	301,803	243,542	420,051	436,285
Total receipts per car mile.	$.215	$.251	$.261	$.264
Operating exps. per car mile	.180	.159	.179	.199

Balance Sheet.—Dated	Sept., 30,			—June 30,—	
ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$434,286	$421,656	$452,792	$459,071	$462,472
Equipment	70,585	72,026	71,398	79,051	84,443
Material on hand	1,049	2,122	2,169	3,040	2,838
Accts. receivable	1,216	1,101	2,562	2,680	2,230
Cash on hand	4,139	13,085	1,182	8,529	1,149
Total	$511,275	$509,989	$530,103	$552,371	$553,132
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	200,000	200,000	200,000	200,000	200,000
Bills & a'cts. p'y'ble	2,181	2,508	14,636	15,630	2,641
Accrued interest			2,500	2,500	2,500
Profit & loss (surp)	9,094	7,482	12,967	34,241	47,991
Total	$511,275	$509,989	$530,103	$552,371	$553,132

Plant and Equipment.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 34 motor cars, 2 electric snow plows, and other vehicles; Hewes & Phillips and Buckeye engines, Gen. Elec. dynamos and motors, Wason cars.

Officers.—Pres. M. S. Chapman, V. Pres. & Treas. R. O. Cheney, Sec. J. W. Haynes.

Directors.—M. S. Chapman, R. O. Cheney, J. W. Haynes, M. S. Bradley, South Manchester, Conn.; Charles Sloan C. T. Welles, Hartford, Conn.; A. N. Mayo, Springfield, Mass.; W. H. Prescott, Rockville, Conn.; W. H. Chapman, N. Y. City.

General Office, South Manchester, Conn.

Date of information, Feb., 1901. z

The Farmington Street Railway Co.—This company is the successor to the Hartford & West Hartford Horse Railroad Co., which was chartered 1863 and Nov. 23, 1892, and was placed in the hands of J. T. Patterson, as receiver, in the spring of 1899. This company purchased the property at foreclosure sale in Aug., 1899 and reorganized Oct. 19, 1899.

Capital Stock, issued, $189,000; par value, $100 per share.

Funded Debt.—Bondholders of the Hartford & West Hartford Horse R. R. Co. received stock of the new company, which has no bonded indebtedness.

Operation.—The reports here given to June 30, 1898 are those of the Hartford & West Hartford Horse R. R. Co. No operating report was obtainable for 1899 during reorganization.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Oct. 19, 1899 to June 30 1900.
Receipts from passengers	$47,522	$38,062	$27,287	$19,700
" other sources	4,437	4,027	2,312	456
" total	51,959	42,089	29,599	20,156
Operating expenses	41,318	35,072	29,269	19,017
Earnings from operations	10,641	7,017	330	1,139
Deductions from earnings.				
Interest	6,198	4,742	736	
Taxes	2,562	2,386	1,335	
Net income	1,881	*111	*1,741	

*Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Oct. 19, 1899 to June 30 1900.
Passengers carried	629,655	514,760	375,375	180,460
Car miles run	377,260	249,062	188,892	139,763
Total receipts per car mile	$.138	$.169	$.156	$.144
Operating exp. per car mile	.110	.141	.155	.136

Balance Sheet.—Dated

ASSETS.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1900.
Construction	$357,043	$373,650	$363,000	$362,289	$104,630
Equipment	75,297	77,528	89,560	89,560	41,650
Real estate	18,595	18,638	18,838	19,403	31,500
Materials on hand	2,500	2,500	3,215	2,500	250
Accounts receivable	12,391	8,857	12,795	15,538	65
Cash	4,443	303	682	1,518	13,609
Bridge approaches			10,000	10,000	
Bond expense			45,925	45,925	
Power house			35,486	37,069	
Other assets	251,253	25,003	1,436	1,494	
Total	$495,512	$506,479	$580,936	$585,296	$191,704
LIABILITIES.					
Capital stock	$247,000	$247,000	$247,000	$247,000	$189,000
Funded debt	105,000	105,000	279,000	279,000	
Unfunded debt	120,498	121,067	21,575	20,488	
Accounts payable	18,360	12,529	12,589	10,982	1,709
Special account		14,347	14,347	23,142	
Profit and loss (surp.)	4,654	6,536	6,425	4 684	995
Total	$495,512	$506,479	$580,936	$585,296	$191,704

Plant and Equipment.—Miles of track (electric), 10.7; gauge, 4 ft. 8½ in.; 65 lb. T rail; 21 motor cars and 2 freight cars; 2 snow plows; Jackson & Sharp cars; power rented.

Officers.—Pres. S. D. Coykendall, Vice Pres. H. C. Soop, Sec. & Treas. E. D. Robbins, Supt. T. L. McCormack.

Directors.—S. D. Coykendall, H. C. Soop, Kingston, N. Y.; Edward D. Robbins, D. Newton Barney, Wm. F. Hooker, Farmington.

General Office, 739 Main St., Hartford, Conn.

Date of information, Feb., 1901. z

Hartford & Springfield Railway Co.—This company was organized in 1900, to acquire and operate existing electric railways on a line between Hartford and Springfield and to construct connecting links of about 30 miles of railway between existing lines acquired, making a through line between the two cities. Franchises are being secured and negotiations to purchase are pending.

Officers.—Pres. G. W. Dunham, Sec. & Treas. R. E. Gilman, Gen. Man. F. C. Dunham.

General Office, 52 Broadway, New York City.

Date of information, Jan., 1901. z

HAVERHILL, MASS.

Population, in 1880, 18,472; in 1890, 27,412; in 1900, 37,175.

Haverhill & Amesbury Street Railway Co.—Chartered 1892. Annual meeting in Oct. This company succeeded the Black Rocks & Salisbury Beach Street Ry. Co. by purchase on July 14, 1892, of the latter's capital stock. The tracks of the Haverhill & Amesbury Street Ry. Co. extend from Washington Square, in the city of Haverhill, through Haverhill, Merrimac, Amesbury and Salisbury, to Newburyport and Salisbury Beach; also from Newburyport to Salisbury and Seabrook.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000, issued, $93,000, in escrow (see Note), $97,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Fifteen year coupon notes, $200,000; dated Dec. 1, 1896, due 1911.

Black Rocks & Salisbury Beach Street Ry. Co.'s first mortgage bonds, $97,000; due 1911.

NOTE.—$97,000 of the first mortgage bonds are held in escrow to retire the first mortgage bonds of the Black Rocks & Salisbury Beach Street Ry. Co. at maturity.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$97,464	$98,085	$88,060	$100,770	$113,971
" other sources	1,583	1,401	1,605	1,166	1,689
" total	99,047	99,485	89,665	101,936	15,660
Operating expenses	70,866	64,678	58,389	67,976	73,266
Earnings from oper.	28,181	34,807	31,276	33,960	42,394
Ded. from earnings.					
Interest on bonds	15,000	24,295	26,500	26,500	26,500
" float. debt	11,490	2,201	1,002	1,583	3,982
Taxes	1,399	1,575	1,372	1,636	2,613
Other deductions			2,008	1,735	2,126
Net income	292	6,106	394	2,506	7,273
Dividends paid		4,500			
To surplus account	292	1,606	394	2,506	
Total surplus account	14,980	12,595	11,583	14,089	10,628
P. c. op. exp. to tot. rec.	71	65	65	66.6	63.3

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 8,717	$ 9,537	$ 8,896	$13,278	$15,692
Maintena'ce of way and bldgs	7,983	7,435	5,159	6,435	4,625
" " equipment	12,559	6,590	5,816	6,441	6,626
Transportation expenses	41,608	41,118	38,518	41,822	46,323
Total	$70,867	$64,678	$58,389	$67,976	$73,266

STATISTICS OF TRAFFIC.

Year ending Sept.	1896.	1897.	1898.	1899.	1900.
Passengers carried	1,453,567	1,493,550	1,408,722	1,654,494	1,996,573
Car miles run	401,160	405,173	433,833	432,040	474,690
To'l rec's per car mile	$.247	$.246	$.207	$.236	$,245
Op.exp's per car mile	.177	.160	.135	.157	.154

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$520,932	$512,070	$517,387	$540,677	$595,577
" equipment	136,173	85,779	87,261	88,344	112,324
Cash and current assets.	2,197	21,319	19,646	15,728	6,747
Other permanent invest.		54,238	54,547	55,107	55,619
Bills and acts receivable.		6,099	7,073		
Materials and supplies	3,039	5,439			
Other assets	2,900	5,210	6,967	3,839	8,297
Total	$674,714	$678,616	$685,807	$703,695	$778,564
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	329,500	490,000	490,000	490,000	490,000
Current liabilities		26,021	26,599	41,981	117,835
Bills payable	176,484				
Accrued liabilities	3,750		7,625	7,625	10,102
Profit and loss (surplus)	14,980	12,595	11,583	14,089	10,627
Total	$674,714	$678,616	$685,807	$703,695	$778,564

PLANT AND EQUIPMENT.—Miles of track, 28.9; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 10 horses, 13 horse cars and 38 motor cars; Gen. Elec. and West. dynamos and motors, 2 Baldwin locomotives, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Edward P. Shaw, V. Pres. Chas. Goss, Sec. & Treas. Geo. A. Butman, 53 State St., Boston, Mass.; Supt. L. E. Lynde.

DIRECTORS.—Edward P. Shaw, James F. Shaw, Edward P. Shaw, Jr., George A. Butman, Chas. Goss.

GENERAL OFFICE, Merrimac, Mass., and 8 Congress St., Boston, Mass.

Date of information, Jan., 1901. b

Haverhill & Southern New Hampshire Street Railway Co.—This company is constructing an electric railway, about 6 miles in length, connecting Haverhill and Methuen.

CAPITAL STOCK, authorized, $60,000; paid in Sept. 30, 1900, $30,000; par value, $100 per share.

Cost of road to Sept. 30, 1900, $49,187.

OFFICERS.—Pres. C. Howard Poor, V. Pres. Charles E. Barnes, Sec. Edmund B. Fuller, Treas. Lamont H. Chick.

DIRECTORS.—C. Howard Poor, Edmund B. Fuller, Lamont H. Chick, Dexter B. Vickery, William P. Robinson, Philip N. Wadleigh, Haverhill; Charles E. Barnes, Malden.

GENERAL OFFICE, Haverhill, Mass.

Date of information, Jan., 1901, b

HAZLETON, PA.

Population in 1880, 6,935, in 1890, 11,872, in 1900, 14,227.

Lehigh Traction Co.—Chartered Nov. 7, 1892, for 999 years. Annual meeting second Monday in Jan.

LEASED ROADS.—The company operates the property of the following electric street railroad companies under a 999 year lease, dated Mar. 8, 1893, and in consideration therefor pays the lessor companies $1 per year each:

Hazleton & Suburban Street Ry. Co.
Hazleton & North Side Electric Ry. Co.
Hazleton & South Side Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT, $588,200.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Markle Banking & Trust Co., of Hazleton, Pa., trustee of mortgage.

Construction 5 p. c. gold bonds, authorized and issued, $55,000; coupon, but may be registered; dated Mar. 1, 1895, due 1925; denom. $1,000; free from taxes; int. payable Mar. and Sept., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and interest guaranteed by Lehigh Traction Co.

Park 5 p. c. gold bonds, authorized, $60,000, issued, $30,000, in treasury, $30,000; coupon, but may be registered; dated Apr. 1, 1895, due 1925: denom. $1,000; free from taxes; int. payable Apr. and Oct. at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and int. guaranteed by Lehigh Traction Co.

Mortgage on Laudmesser addition to park, $3,200.

NOTE.—Construction bonds were issued for the construction of car barn No. 2 at a cost of $55,000.

The Park bonds were issued for the purpose of buying and improving Hazle Park at a cost of $30,000.

Treasury bonds may be issued to pay for improvements to Hazle Park.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$124,565	$109 618	$97,025	$108,756	$115,332
Operating expenses	*64,334	*58,485	*56,759	‡60,007	*54,168
Earnings from operation.	60,231	51,133	40,266	48,749	61,164
Deductions from earnings.					
Int. on bonds and loans	32,259	33,771	49,917	39,730	37,469
Taxes		3,290	3,287		4,282
Other deductions					9,100
Net income	27,972	14,072	†9,017	9,019	10,313
To surplus account	27,972	14,072		9,019	10,313
Total surplus account	62,907	76,979	67,962	76,981	74,619
P.c. op. exp. to total rect's	51.6	53.4	58.5	55.2	46.9

*Excluding taxes. †Deficit. ‡Including taxes.

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.	1899.	1900.
Maintenance of way	$ 8,807	$ 6,687	$ 6,318	$ 5,164	$ 4,962
" " equip	6,693	5,323	7,147	8,014	8,065
Transportation expenses.	38,285	31,487	29,969	29,858	29,209
General expenses	10,549	14,988	13,325	16,971	11,932
Total	$64,334	$58,485	$56,759	$60,007	$54,168

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.	1900.
Passengers carried	2,620,847	2,330,103	2,089,904	2,285,584	2,423,820
Car miles run	675,119	563,168	545,606	568,028	553,790
Total rcps. pr. car mile	$.184	$.195	$.177	$.191	$.208
Opr. ex. per car mile	.095	.104	.104	.105	.097

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equipment	$1,751,551	$1,773,220	$1,773,871	$1,773,403	$1,784,161
Cash assets	6,633	10,356	2,617	2,984	1,296
Other per. invest	18,463	1,185	2,048	2,205	2,378
Bills and acc'ts receivable	10,452	7,611	9,531	12,952	12,225
Park impr. bonds	30,000	30,000	30,000	30,000	
Telephone line.		983			
Stock room inventory		2,210	2,651	2,753	2,964
Total	$1,817,099	$1,825,565	$1,820,718	$1,823,997	$1,803,024

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	615,000	615,000	615,000	615,000	588,200
Bills and acc'ts	139,191	130,726	130,670	129,307	138,067
Other liabilities.		2,860	7,086	2,709	2,588
Profit and loss (surplus)	62,908	76,979	67,962	76,981	74,169
Total	$1,817,099	$1,825,565	$1,820,718	$1,823,997	$1,803,024

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. steel T rail; 62 cars, of which 38 are motor cars, 4 trail cars, and 10 open and 10 closed car bodies used on motor trucks, 12 snow plows, sweepers, trucks, etc.; 2 160 and 2 250 H. P. engines, 2 160 and 2 250 H. P. dynamos, West. engines, 6 Bigelow-Manning 150 H. P. boilers, West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. C. W. Kline, V. Pres. Wm. H. Lawall, Sec. E. S. Doud, Treas. N. C. Yost, Gen. Man. A. Markle, Supt. Geo. W. Thompson, Ch. Engr. A. E. Hess, Elecn. C. A. B. Houck.

DIRECTORS.—C. W. Kline, H. Dryfoos, John B. Price, Wm. H. Lawall, Geo. R. Bedford, A. Markle, Wm. Powell.

GENERAL OFFICE, Hazleton, Pa.

Date of information, Feb., 1901. z

HELENA, MONT.

Population in 1880, 3,624, in 1890, 13,834, in 1900, 10,770.

Helena Power & Light Co.—This is a consolidation (in 1894) of the Helena Rapid Transit Railroad, Helena Electric Railway Co., Helena Electric Co. and the Helena Gas Light & Coke Co.

CAPITAL STOCK, $1,000,000; par value, $100 per share.

FUNDED DEBT.—$600,000, authorized on consolidated and constituent properties.

NOTE.—The original gas plant had issued and outstanding $175,000 of bonds at the time of consolidation and $435,000 of the consolidated mortgage bonds were issued to the other constituents in payment for their interests. These bonds are all held by the stockholders.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 28 lb. to 45 lb. girder and T rail; 24 cars, of which 16 are motor cars and 8 trail cars; 2 175-K. W. West rotary transformers; Pullman, Northern and Stephenson cars. Power from Missouri River.

OFFICERS.—Pres. T. A. Marlow, V. Pres. H. M. Parchen, Sec. H. L. Walker, Treas. Herman Gans.

GENERAL OFFICE, Main St., opposite Montana National Bank.

REFERENCES.—HELENA ELECTRIC RY. CO.—Description of road, Vol. IX, Apr., '93, p. 247 (ill.). HELENA RAPID TRANSIT R. R.—Description of road, Vol. IX, Apr., '93, p. 248.

Date of information, Jan., 1901. z

HENDERSON, KY.

Population in 1880, 5,365, in 1890, 8,830, in 1900, 10,272.

Henderson Street Railway Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Jan. 1, 1897, due 1912; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 15 motor cars; McIntosh & Seymour engines, Stephenson cars.

OFFICERS.—Pres. Robert D. Vance, V. Pres. E. P. Millette, Sec. & Treas. J. H. Lyne, Supt. S. C. Ray.

DIRECTORS.—E. P. Millett, E. G. Sebree, Jr., E. W. Whitely, David Banks, G. M. Alves.

Date of information, Feb., 1901. d

HENDERSONVILLE, N. C.

Population in 1880, 554, in 1890, 1,216, in 1900 (local estimates), 1,800.

Hendersonville Street Railway Co.—This company has no debts, bonds, mortgages or dividends, but does a paying business.

CAPITAL STOCK, $6,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 horses, 3 cars; Stephenson cars.

OFFICER.—Owner & Gen. Man. S. V. Pickens.

GENERAL OFFICE, 1 S. End Main St.

Date of information, Jan., 1901. z

HOBOKEN, N. J.

Population, in 1880, 31,000, in 1890, 43,650, in 1900, 59,364.

Jersey City, Hoboken & Paterson Railway Co.—This company is a consolidation, Nov., 1899, of practically all the electric railways in northern part of New Jersey which were not already under the control of the North Jersey Street Ry. Co., which is also controlled by the same interests. In July, 1900, the Bergen Turnpike was acquired, and construction of a line to Hackensack from Hoboken was commenced. The following companies are being merged into the Jersey City, Hoboken & Paterson Ry.:

North Hudson County Ry. Co., which controlled the Hudson & Bergen Traction Co. and the Pavonia Horse R. R. Co.

White Line Traction Co., formerly the New Jersey Electric Ry. Co., which was a consolidation of the Jersey City, Hoboken & Rutherford Electric Ry. Co., the Paterson, Passaic & Rutherford Electric Ry. and the Paterson Horse R. R.

Palisades R. R.
Saddle River Traction Co.
Paterson Central Electric Ry. Co.
Paterson Railway Co.

Capital Stock, authorized and issued, $20,000,000.

Funded Debt.—First consolidated mortgage 4 p. c. bonds, authorized, $20,000,000, issued, $10,500,000; dated Nov. 1, 1899, due 1949; denom. $1,000; int. payable May and Nov., at office of New Jersey Title Guarantee & Trust Co., of Jersey City, N. J., trustee of mortgage.

Note.—It is understood that the $2,459,375 of the White Line Traction Co.'s 5 p. c. bonds were retired, and the stock of the constituent companies were acquired by the amount issued, the balance will be held by trustee to retire the underlying liens and for future extensions and betterments.

The Paterson Ry. Co.'s 6 p. c. bonds, $300,000, and the North Hudson County Ry. Co.'s 6 p. c. debenture bonds, $404,000, were called for payment on the completion of the merger proceedings, the remainder of the underlying bonds, amounting to $4,935,000, are not subject to call, and can only be acquired before maturity by voluntary exchange for the new issue.

PRIOR LIENS.

NORTH HUDSON COUNTY RY. CO.—First mortgage 6 p. c. coupon bonds, $620,000, due Jan. 1, 1914; denom. $1,000; int. payable Jan. and July.

Consolidated mortgage 5 p. c. coupon bonds, authorized $3,000,000, issued, $2,378,000, in escrow, $620,000; due 1928; int. payable Jan. and July.

Improvement mortgage 5 p. c. bonds, issued, $585,000; due 1904; denom. $1,000; int. payable May and Nov.

Weehawken Extension 5 p. c. mortgage bonds, outstanding, $100,000; dated Feb. 1, 1895, due 1915; int. payable Feb. and Aug.

PATERSON RAILWAY CO.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated June, 1888, due 1908; int. payable June and Dec.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,250,000, issued $1,000,000, in escrow (see Note), $250,000; coupon, but may be registered; dated June 1, 1891, due 1931; denom. $1,000; int. payable June and Dec., at office of First National Bank of Paterson, N. J.; trustee of mortgage, Knickerbocker Trust Co., of New York.

Paterson City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at First National Bank of Paterson.

Operation.—The following gives the combined earnings of the five operating constituent companies during the years ending Dec. 31,

	1898.	1899.	1900.
Total receipts	$1,628,566	$1,773,259	$1,803,287
Operating expenses	*1,087,923	940,531	877.920
Earnings from operation	540,643	822,728	925,367
Deductions from earnings.			
Fixed charges		402,870	813,178
Other deductions		54,000	
Net income		365,858	112,189

* Includes all expenses.

Plant and Equipment.—Controlled—Miles of track (electric), 154.7; 40 to 90 lb. rail; 400 cars, of which 25 are horse cars, 345 are motor cars and 30 trail cars; power stations have an aggregate of 8,000 H. P.; power at Paterson is at present rented.

Officers.—Pres. David Young, V. Pres. J. F. Shanley, Sec. Wm. C. Doubleday, Treas. George W. Roe, Audr. S. C. Stivers, Gen. Supt. W. S. Hall, Ch. Engrs. W. H. Hall and John Craig, Ch. Elecn. W. S. Jackson.

Directors.—David Young, John F. Shanley, Wm. C. Shanley, A. P. Hexamer, Edward L. Young, Bird W. Spencer, Dennis McLaughlin, E. F. C. Young, Wm. B. Gourley, Randal Morgan, Wm. C. Heppenheimer, C. W. Riker, Charles A. Sterling, John R. Lee, J. E. Hulshizer.

General Office, 21 Hudson Place, Hoboken, N. J.

Power Stations, Hoboken and Secaucus, N. J.

References.—NORTH HUDSON COUNTY RY. CO.—Description of road, Vol. IX, May, '93, p. 274 (ill.); track, Vol. IX, Dec., '93, p. 785 (ill.); patrol system, Vol. X, Sept., '94, p. 548; electric track switch (brief), Vol. XII, Aug., '96, p. 492 (ill.). PATERSON RY. CO.—Description of road, Vol. VIII, Aug., '92, p. 472; mortgage, Vol. XI, Jan., '95, p. 59; pleasure park, Vol. XIII, May, '97, p. 290 (ill.); repair shop accounts, Vol. XIII, May, '97, p. 295; operating detail, Vol. XIII, July, '97, p. 414. PATERSON CENTRAL RY. CO.—Description of road, Vol. VIII, Dec., '92, p. 719 (ill.); receivership, Vol. XIV, Feb., '98, p. 84.

Date of information, Mar., 1901. z

North Hudson County Railway Co.—Chartered Mar. 27, 1874. The Pavonia Horse R. R. Co. and the Hudson & Bergen Traction Co. have been consolidated with this company. In Nov., 1899, this company was merged into the Jersey City, Hoboken & Paterson Ry. Co.

Date of information, Mar., 1901. z

White Line Traction Co.—This company was the successor on July 1, 1899, to the New Jersey Electric Railway Co., which was chartered Sept., 1894, for 999 years, and is now operated by the Jersey City, Hoboken & Paterson Ry. Co. as a part of their system.

Franchises.—Municipal franchises have been granted in Jersey City, Hoboken, West Hoboken, North Bergen, Bergen, E. Rutherford, Rutherford, Boiling Springs, Passaic, Ackquackanonck, Paterson, Little Falls and Singac.

Date of information, Mar., 1901. z

Hudson & Bergen Traction Co.—This road was operated as part of the North Hudson County Ry. which is now operated by the Jersey City, Hoboken & Paterson Ry. Co., as a part of their system.

Date of information, Mar., 1901. z

Palisades Railroad.—This road, before its acquisition by the North Hudson County Ry. Co., was operated as a steam road, but was then transformed to the overhead trolley system. It is now operated by the Jersey City, Hoboken & Paterson Ry. Co. as a part of their system.

Date of information, Mar., 1901. z

HOLYOKE, MASS.

Population in 1880, 21,915, in 1890, 35,637, in 1900, 45,712.

Holyoke Street Railway Co.—Chartered June 11, 1884. Annual meeting third Tuesday in Jan. This company has leased the Mt. Tom R. R. for 25 years, at an annual rental equivalent to dividends of 6 p. c. on its capital stock of $100,000.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized and issued, $250,000; dated Apr. 1, 1895, due 1915; denom. $500 and $1,000; int. payable Apr. 1 and Oct. 1, at office of Holyoke National Bank, of Holyoke.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers	$172,025	$215,019	$227,165	$230,806	$252,261
" " other so'rces	1,515	1,665	1,933	10,413	10,226
" total	173,540	216,684	229,098	241,219	262,487
Operating expenses	112,729	149,910	154,512	155,029	170,302
Earnings from opern.	60,811	66,774	74,586	86,190	92,185
Deduction from earn.					
Interest charges	18,380	17,076	19,587	17,559	21,832
Taxes	4,007	6,568	7,853	17,137	17,618
Other deduct.		6,815	11,504	8,390	9,570
Net income	38,424	36,315	35,642	43,104	43,165
Dividends paid	20,000	32,000	32,000	40,000	40,000
To surplus account	18,424	4,315	3,642	3,104	3,165
Stock premiums			25,000		
Subsidy			15		
Total surplus account	52,450	36,604	65,260	68,364	73,579
Per cent operating expn. to total receipts	65	69.2	67.4	64.2	64.8

DIVIDENDS, 6 p. c. in 1890 and '91 and 8 p. c. per annum in 1892-3-4-5-6 on $250,000, and in 1897-8, 8 p. c. on $400,000; in 1899 and 1900, 8 p. c. on $500,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 17,339	$ 23,869	$ 11,695	$ 11,867	$ 14,969
Maint. of way and bldgs	11,756	18,427	25,608	22,040	32,603
" " equipment	12,540	24,685	17,930	21,620	18,476
Transp. expenses	71,094	82,929	99,278	99,502	104,254
Total	$112,729	$149,910	$154,511	$155,029	$170,302

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	4,081,888	4,233,900	4,468,059	4,926,820
Car miles run	956,500	1,107,962	1,172,660	1,268,961
Total receipts per car mile	$.227	$.206	$.205	$.206
Oper'g. exps. per car mile.	.157	.139	.132	.134

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$393,046	$452,516	$486,470	$501,257	$585,569
" equipment	134,545	147,075	164,230	171,354	219,170
Other permanent prop.	208,546	233,546	238,118	275,268	283,263
Cash and current assets.	15,154	10,997	13,944	16,494	23,070
Miscellaneous assets		5,726	5,511	6,147	4,784
Total	$751,291	$849,860	$908,273	$970,520	$1,115,856
LIABILITIES.					
Capital stock	$400,000	$400,000	$500,000	$500,000	$500,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Loans and bills payable.	48,841		78,900		
Current liabilities		163,256	14,113	152,156	268,840
Accrued "					23,437
Profit and loss (surplus).	52,450	36,604	65,260	68,364	73,579
Total	$751,291	$849,860	$908,273	$970,520	$1,115,856

PLANT AND EQUIPMENT.—Miles of track (electric), 38.08; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 93 motor cars, 7 snow plows; 2,400 H. P. station plant; Providence-Green and Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Wason cars, Bemis trucks

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Wm. S. Loomis, Sec. & Treas. W. R. Hill, Supt. G. H. Hunter, Ch. Engr. of Power Station C. A. Shaw.

DIRECTORS.—Wm. S. Loomis, John Olmstead, Frederick Harris, J. G. Mackintosh, N. D. Winter, William R. Hill, J. F. Sullivan.

GENERAL OFFICE, 25 Canal St., Holyoke, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 23; increase of stock, Vol. XIV, Feb. '98, p. 81; description of road, Vol. XIV, Aug., '98, p. 415 (ill.).

Date of information, Feb., 1901. b

Mt. Tom Railroad Co.—The road commenced operation from Mountain Park to the summit of Mt. Tom. in May, 1897. It is leased to the Holyoke Street Ry. Co. for 25 years, at an annual rental equivalent to a dividend of 6 p. c. on its capital stock.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; 2 motor cars.

OFFICERS.—Same as Holyoke Street Ry. Co.

REFERENCE.—Description of road, Vol. XIII, Sept. '97, p. 547.

Date of information, Jan., 1901. b

HONEOYE FALLS, N. Y.

Population in 1890, 1,128, in 1900, 1,175.

Lima & Honeoye Falls Electric Light & Railroad Co.—Chartered June 30, 1898. On Nov. 16, 1898, Charles B. Hill was appointed receiver. In Dec. 1900, reorganization plans were still pending, and the road was in operation only a portion of the year.

CAPITAL STOCK, authorized and issued, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $40,000; dated 1898, due 1918; denom. $1,000; int. payable semi-annually.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3 motor cars and 4 trail cars; 1-150 K. W. Walker generator; 300 H. P. Ball engine; Brill cars and trucks.

OFFICERS.—Receiver C. B. Hill, Supt. C. F. Whiting, Ch. Engr. H. A. Dunn.

GENERAL OFFICE, Lima, N. Y.

Date of information, Feb., 1901. z

HOOSICK FALLS, N. Y.

Population in 1880, 4,530, in 1890, 7,014, in 1900, 5,671, population served 30,000.

Bennington & Hoosick Valley Railway Co—Chartered Nov. 9, 1897. The line was placed in operation July 1898.

In 1900 this company purchased the properties of the Bennington & Woodford Electric R. R. Co., of Bennington, Vt., and a new power station was equipped, costing $26,000.

CAPITAL STOCK.—Common stock, authorized and issued, $170,000; par value, $100 per share.

5 p. c. non-cumulative, non-voting preferred stock, $30,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $250,000, issued, $182,000; dated Nov. 15, 1897, due 1927; int. payable Jan. and July, at International Trust Co., of Boston, trustee of mortgage.

OPERATION.—	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Receipts from passengers	$9,425	$31,880	$34,961
" other sources	125	186	449
" total	9,550	32,066	35,410
Operating expenses	6,018	†24,968	19,784
Earnings from operation	3,532	7,098	15,626
Deductions from earnings.			
Interest	4,000	7,459	9,665
Taxes	192	918	738
Betterments			3,000
Net income	*660	*1,279	2,223
Total surplus account		102	2,325

*Deficit. †Includes large amount of special work.

OPERATING EXPENSES.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
General expenses	$ 703	$ 3,183	$ 3,947
Transportation expenses	4,194	12,539	11,874
Maintenance of way and bldgs.	667	7,185	3,303
" " equipment	454	2,061	3.660
Total	$6,018	$24,968	$22,784

STATISTICS OF TRAFFIC.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried	200,609	657,391	726,510
Car miles run	87,773	225,741	267,650
Total receipts per car mile	$.109	$.151	$.130
Operating expenses per car mile	.068	.110	.085

BALANCE SHEET.—Dated Jan. 1,

ASSETS.	1899.	1900.
Cost of road	$220,000	$220,000
" " equipment	100,000	100,000
Cash	427	458
Materials and supplies	1,500	1,516
Current assets	5,825	7,007
Total	$327,752	$328,981
LIABILITIES.		
Capital stock	$160,000	$160,000
Funded debt	160,000	160,000
Coupons due	400	238
Loans	2,000	4,506
Accounts payable	5,397	1,918
Profit and loss (surplus)	1,955	2,325
Total	$327,752	$328,981

PLANT AND EQUIPMENT.—Miles of track (electric), in N. Y. State, 8, in Vermont, 8.5, gauge, 4 ft. 8½ in.; 60 lb. T rail; 18 motor cars; Walker and Gen. Elec. dynamos, Walker and West. motors, Morse and Jackson & Sharp cars, Dorner & Dutton, Taylor and Peckham trucks; rent power.

OFFICERS.—Pres. George E. Greene, Hoosick Falls, N. Y.; V. Pres. W. M. Holmes, Sec. & Supt. E. H. Libby, Hoosick Falls, N.Y.; Treas. I. E. Gibson, Bennington, Vt.

DIRECTORS.—George E. Greene, L. E. Worden, Jos. Buckley, W. M. Holmes, F. S. Donnell, Boston, Mass.; F. H. White, J. B. Quackenbush, Hoosick Falls, N. Y.; I. E. Gibson, E. L. Bates, Bennington, Vt.

GENERAL OFFICE, Hoosick Falls, N. Y.

Date of information, Feb., 1901. z

HORNELLSVILLE, N. Y.

Population in 1880, 8,195, in 1890, 10,096, in 1900, 11,918.

The Hornellsville Electric Railway Co.—Chartered Dec. 16, 1891. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—*First mortgage 4 p. c. bonds, authorized and issued, $70,000; dated July 1, 1896, due 1918; denom. $500; int. payable Jan. and July.

*Issued to replace old 5 and 6 p. c. bonds.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$12,707	$11,896	$10,904	$11,700	$12,451
" other sources	516	1,551	7,054	2,060	2,025
" total	13,223	13,447	17,958	13,760	14,476
Operating expenses	12,983	13,040	11,891	12,079	11,561
Earn. from operation	240	407	6,067	1,681	2,915

Deductions from earn.	1896.	1897.	1898.	1899.	1900.
Interest	3,700	3,700	3,700	2,800	2,800
Taxes	601	558	411	458	449
Deficit	4,061	3,851	†1,956	1,577	*334
Total deficit	9,595	13,446	11,489	13,066	13,400

* Deficit.

† Surplus; includes the receipt of $5,000 rent of track from Hornellsville & Canisteo Ry. Co. to June 30, 1897.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 2,032	$ 918	$ 1,199	$ 1,124	$ 897
Transportation expenses	8,994	9,798	9,386	9,360	9,293
Main. of way and bldgs.	790	688	201	372	265
" " equipment	1,167	1,636	1,105	1,223	1,106
Total	$12,983	$13,040	$11,891	$12,079	$11,561

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Revenue passengers carried.	264,796	250,695	218,077	204,406	217,500
Transfer " " .				29,604	31,517
Car miles run	177,025	177,025	177,080	177,542	178,623
Total receipts per car mile.	$.075	$.076	$.073	$.070	$.081
Operating exps. per car mile.	.074	.074	.067	.068	.064

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$116,907	$118,651	$118,812	$118,812	$118,812
Bonds other companies.		8,000			
Cash	39	106	62	85	51
Other assets	340	890	762	811	237
Profit and loss (deficit).	9,594	13,446	11,489	13,066	13,400
Total	$126,880	$141,093	$131,125	$132,774	$132,500
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	56,000	70,000	70,000	70,000	70,000
Int. on funded debt due and accrued	3,700	3,700	3,700	2,800	
Accounts payable	17,180	17,393	7,425	9,974	12,500
Total	$126,880	$141,093	$131,125	$132,774	$132,500

Plant and Equipment.—Miles of track (electric), 5.06; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. girder and T rail; 6 motor cars and 6 trail cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. C. Adsit, V. Pres. F. D. Sherwood, Sec. De M. Page, Treas. & Supt. G. T. Rehn.

Directors.—Ira Davenport, New York; Geo. M. Brill, David L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn, Hornellsville.

General Office, 119 Main St., Hornellsville, N. Y.

Date of information, Dec., 1900. b

The Hornellsville & Canisteo Railway Co.—Chartered May 2, 1892. Annual meeting first Saturday in July.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized and issued, $80,000; dated Oct. 1, 1898, due 1918; denom. $500; int. payable Apr. and Oct.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$14,863	$15,363	$15,433	$14,783	$15,812
" other sources	293	310	19	281	135
" total	15,156	15,673	15,452	15,064	15,947
Operating expenses	8,549	9,300	10,039	10,387	10,883
Earnings from operation	6,607	6,373	5,413	4,677	5,064
Deductions from earnings.					
Interest on bonds	4,200	4,200	4,200	3,200	3,200
Taxes	602	727	644	602	629
Rentals			5,000		
Net income	1,804	1,446	*4,431	875	1,235
Total surplus account	8,142	9,588	5,157	6,032	7,268

* Deficit includes $5,000 rental paid to Hornellsville Electric Ry. Co. for track to June 30, 1897.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$1,322	$1,252	$ 946	$ 1,164	$ 799
Transportation expenses	5,333	6,391	9,986	7,022	7,010
Main. of way and bld'gs.	1,057	928	1,408	1,384	2,139
" " equipment	837	729	699	817	935
Total	$8,549	$9,300	$10,039	$10,387	$10,883

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	315,852	312,870	302,872	295,662	311.247
Car miles run	94,680	94,680	95,100	102,204	102,332
Total rects. per car mile.	$.161	$.166	$.162	$.147	$.155
Oper'g exps. per car mile	.090	.098	.105	.101	.106

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$117,762	$117,894	$118,207	$118,207	$118,207
Oth. perm. invest. (park)				16,800	18,500
Cash	2,121	567	151	1,026	261
Other assets	284	152			300
Canisteo Valley Ry. Co.	175	175			
Total	$120,342	$118,788	$118,358	$136,033	$137,268
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	80,000	80,000
Int. on funded debt	4,200	4,200	4,200		
Accounts payable	2,500	2,500	9,000		
Canisteo Valley Ry. bds.	5,500	2,500			
Profit and loss (surplus).	8,142	9,588	5,158	6,033	7,268
Total	$120,342	$118,788	$118,358	$136,033	$137,268

Plant and Equipment.—Miles of track (electric), 4.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 3 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. De M. Page, V. Pres. F. D. Sherwood, Sec. C. Adsit, Treas. & Supt. G. T. Rehn.

Directors.—Ira Davenport, New York; Geo. M. Brill, D. L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn.

General Office, 119 Main St., Hornellsville, N. Y.

Date of information, Dec., 1900. b

HOT SPRINGS, ARK.

Population in 1880, 3,554, in 1890, 8,086, in 1900, 9,973.

Hot Springs Street Railroad Co.—This company is the successor to the Hot Springs Street R. R. Co.

Capital Stock, $500,000, paid in $200,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, $200,000, dated June, 1, 1894, due 1924; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 12.8; gauge, 4 ft.; 48 lb. T rail; 20 motor cars and 6 trail cars; Gen. Elec. dynamos and motors, American cars; power rented.

Officers.—Pres. S. W. Fordyce, Sec. C. E. Maurice, Treas. Man. & Pur. Agt. C. G. Convers, Ch. Engr. & Elecn. F. A. S. Williams.

General Office, 615 Park Ave.

References.—Hot Springs Street Railroad Co.—Description of road, Vol. X, July, '94, p. 441 (ill.); Vol. X, Souv., '94, p. 50. Hot Springs Electric Light & Power Co.—Description of road, Vol. X, July, '94, p. 443 (ill.); pleasure park, Vol. XIII, May, '97, p. 290.

Date of information, Feb., 1901. d

HOUSTON, TEX.

Population in 1880, 16,513; in 1890, 27,557; in 1900, 44,633.

Houston Electric Street Railway Co.—This is a reorganization of the Houston City Street Ry. Co., which was sold under foreclosure of mortgage on May 5, 1896, to parties representing the bondholders. Annual meeting, second Tuesday in Mar. This company controls a franchise granted on Oct. 23, 1890, for 35 years.

Capital Stock, authorized, $1,000,000, issued, $428,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $877,000; in treasury, $123,000; dated Sept. 1896, due 1916; denom. $500 and $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

Income mortgage 6 p. c. bonds, issued, $775,000; dated 1896, due 1917.

Note.—Treasury bonds may be issued for improvements and extensions at $10,000 per mile for new construction.

The consolidated mortgage bonds may be called for payment at 105 and accrued interest after 1916. Sinking fund of 15 p. c. of net earnings begins 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$187,565	$196,129	$207,561	$234,555
" other sources	4,331	8,710	10,697	6,816
" total	191,896	204,839	218,258	241,378
Operating expenses	125,809	140,574	139,624	159,341
Net earnings	66,087	64,265	78,634	82,030

Deductions from earnings	1897.	1898.	1899.	1900.
Interest on funded debt....	46,105	48,276	48,867	48,314
Taxes....................	8,337	8,163	9,102	9,742
Net income..................	11,645	7,829	57,969	58,056

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	1900
Car miles run........................	1,228,972	1,197,175	1,196,743
Total receipts per car mile.............	$.156	$.182	$.201
Operating expenses per car mile.......	.102	.117	.133

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment.	$1,968,700	$2,039,984	$2,060,053	$2,099,957
Real estate...............	138,783	133,226	135,083	134,709
Insurance unexpired prem.	1,149	2,720	2,243	1,149
Accounts receivable......	2,545	8,864	6,470	4,961
Notes receivable..........	1,428	1,097	1,677	1,173
Judgments receivable.....		4,500	2,500	
Cash on hand............	3,034	25,355	24,329	60,939
Supplies on hand.........	17,637	13,018	16,689	14,274
Treasury stock...........	572,000	572,000	572,000	572,000
Miscel. stock and bonds..	21,500	21,500	23,000	5,000
Total.................	$2,726,776	$2,821,264	$2,844,044	$2,894,162

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock.............	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt..............	867,300	867,300	867,300	877,000
Income bonds............	775,000	775,000	775,000	775,000
Notes payable............	2,500	16,800	2,700	
Accounts payable.........	6,430	3,764	4,488	6,409
Paving assessm't payable.		45,814	37,424	17,424
Accrued taxes............	2,258	7,952	2,365	7,361
" interest..........	11,277	38,640	69,457	107,124
Profit and loss (surplus)..	62,010	65,994	85,310	103,844
Total.................	$2,726,776	$2,821,264	$2,844,044	$2,894,162

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. 65 lb. and 75 lb. T rail; 63 cars, of which 51 are motor cars and 12 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Stephenson, St. Louis and Brownell cars; McGuire, Bemis and Johnson trucks.

OFFICERS.—Pres. & Treas. A. N. Parlin, V. Pres. & Gen. Man. H. F. MacGregor, Sec. & Asst. Treas. J. W. Payne, Audr. D. D. Cooley, Supt. E. S. Ells, Ch. Engr. of Power Station Jno. F. Usener.

DIRECTORS.—A. N. Parlin, 32 Union St., Boston, Mass.; E. P. Hill, T. W. House, W. D. Cleveland, J. H. Kirby, H. F. MacGregor, George E. Smith.

GENERAL OFFICE, 502-4 Travis St., Houston, Tex.

REFERENCE.—Description of road, Vol. X, May, '94, p. 312 (ill.); Vol. X, Souv., '94, p. 44.

Date of information, Mar., 1901. z

HUDSON, N. Y.

Population in 1880, 8,670, 1890, 9,970, in 1900, 9,528.

Albany & Hudson Railway & Power Co.—This company is a consolidation of the Hudson St. Ry. Co., the Hudson Light & Power Co., the Kinderhook & Hudson R. R. Co., the Greenbush & Nassau Electric Ry. Co., the Citizens' Electric Light & Power Co., of Hudson, and the Kinderhook Power & Light Co. The company operates an interurban line from Hudson to Albany upon the third rail system, and in Feb., 1900, privileges to operate on the lines of the United Traction Co. in Albany were obtained.

CAPITAL STOCK, authorized, $2,500,000, issued, $1,975,400; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,099,000; int. payable at office of Colonial Trust Co., of New York City, trustee of mortgage.

OPERATION.—Report covers part of the road only, which was in operation by June 30, 1900; entire road opened Nov. 22, 1900.

Receipts from passengers..................................	$15,143
" " freight................................	22,004
" " other sources..........................	22,628
" " total.................................	59,775
Operating expenses......................................	20,721
Earnings from operation..................................	39,054
Deductions from earnings.	
Interest..	34,983
Taxes...	4,018
Net income...	53
Total surplus...	14,627

BALANCE SHEET.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$4,074,400	Capital stock..........	$1,975,400
Cash.....	7,029	Funded debt...........	2,099,000
Open account..........	37,920	Int. due and accrued...	34,983
Due by agents.........	9,786	Taxes " " ...	224
Materials and supplies.	2,287	Rent'ls " " ...	1,000
Addit'ns and betterm'ts	7,886	Accounts payable......	14,700
Prepaid insurance.....	626	Profit and loss (surplus)	14,627
Total.............	$4,139,934	Total.............	$4,139,934

PLANT AND EQUIPMENT.—Miles of track (electric), 19.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 14 cars, of which 10 are motor cars, and 4 trail cars; Gen. Elec. dynamos and motors; Ball & Wood engines; Brill and Stephenson cars; 2 locomotives 4 passenger cars and 15 freight cars.

OFFICERS.—Pres. Charles H. Werner, Sec. L. B. Grant, 32 Nassau St.; Treas. A. M. Young, 100 B'way; Gen. Man. Maurice Hoopes, Valatie, N. Y.; Supt. H. A. Benedict.

DIRECTORS.—Chas. H. Werner, L. B. Grant, Jno. T. Kirk, Ashley T. Cole, all at 32 Nassau St.; P. H. Hampson, 100 Broadway.

GENERAL OFFICE, Hudson, N. Y.

Date of information, Feb., 1900. b x

HULL, QUE.

Population in 1881, 6,890, in 1891, 11,265.

The Hull Electric Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5; gauge, 4 ft. 8½ in.; 19 motor cars; 2 electric locomotives.

OFFICERS.—Pres. Alexander Fraser, V. Pres. W. J. Conroy, Sec. & Treas. W. R. Taylor, Supt. & Elecn. J. E. Brown, Pur. Agt. E. Seybold.

Date of information, Jan., 1900. z

HUNTINGTON, N. Y.

Population in 1880, 2,952, in 1890, 3,028.

Huntington Railroad Co.—Chartered May, 1890. Annual meeting second Wednesday in July. The Long Island R. R. Co. assumed entire control of this road on March 5, 1898.

CAPITAL STOCK, authorized and issued, $30,000; par value $10 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $30,000, issued, $26,000; coupon, but may be registered; dated 1890, due 1920; denom. $500; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts..............	$5,726	$4,381	$4,737	$8,565	$9,566
Operating expenses.........	2,937	2,841	3,545	12,249	10,825
Earnings from operation.....	2,789	1,540	1,192	*3,684	*1,259
Deductions from earnings....	1,538	1,532	1,308	1,568	1,754
Net income.................	1,251	8	*116	*5,252	*3,013
Dividends paid..............	750	900	600		
To surplus account..........	501	*892	*716	*5,252	
Total surplus account........	1,176	286	*430	*5,818	8,837

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried........	71,280	57,024	58,000	165,373	181,391
Car miles run.............	27,680	26,000	26,500	62,478	62,334
Gross receipts per car mile.	$.207	$.169	$.179	$.137	$.153
Op. ex. per car mile.......	.105	.109	.133	.196	.173

DIVIDENDS.—In 1891, 3 p. c.; in 1892, 4 p. c.; in 1893. 4 p. c.; in 1894, 2 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 2 p. c.

BALANCE SHEET.—Dated June 30.

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip...	$56,085	$56,085	$102,445	$103,252	$103,231
Cash assets..............	1,104	286	1,622	845	426
Other assets.............	99	178	140	383	818
Profit and loss (deficit)....			430	5,818	8,838
Total...............	$57,288	$56,549	$104,637	$110,298	$113,313

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock............	$30,000	$30,000	$30,000	$30,000	$30,000
Funded debt............	26,000	26,000	26,000	26,000	26,000
Loans..................					56,000
Other liabilities..........	111	264	48,637	54,298	1,313
Profit and loss (surplus)...	1,177	286			
Total...............	$57,288	$56,549	$104,637	$110,298	$113,313

PLANT AND EQUIPMENT.—Miles of track, (electric) 3.2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 5 motor cars; Brill, Jackson & Sharp cars, Officers.—Pres. W. H. Baldwin, Jr., V. Pres. Geo. D. Pratt, Audr. A. B. Bierck, Sec. & Treas. A. C. Bedford, Supt. W. H. Tillot, Elecn. F. Tryon, Jr.

Directors.—W. H. Baldwin, Jr., Geo. D. Pratt, A. B. Bierck. A. C. Bedford, W. F. Brown, Brooklyn, N. Y.; J. M. Brush, Jno. F. Wood, E. D. Davidson, Huntington, L. I.

General Office, at office of L. I. R. R., and 26 Broadway, New York City.

Date of information, Dec., 1900. b

HUNTINGTON, W. VA.

Population in 1880, 3,174, in 1890, 10,108, in 1894, 15,000.

Consolidated Light & Railway Co.—Chartered July 10, 1892, for 40 years. Annual meeting second Friday in July. This is a consolidation of the Huntington Electric Light & Street Ry. Co. and the Huntington Belt Line. The company owns the gas works, and arc and incandescent lighting plant of Huntington. On Jan. 2, 1901, this company was consolidated into the Camden Inter-State Railway Co., through the Ohio Valley Electric Ry. Co.

Date of information, Feb., 1901. x

Camden Inter-State Railway Co.—On Jan. 2, 1901, this name was taken for the properties previously known as the Ohio Valley Electric Ry. Co., of Ashland Ky., (which see,) and the constituent companies of Ohio Valley Electric Ry. Co. were acquired by purchase. The road, with its connections, now extends from Guyandotte, W. Va., through Huntington, Central City, Kellogg, Ceredo, Kenova, W. Va., to Catlettsburg and Ashland, Ky., and by transfer across the Ohio River to Coal Grove and Ironton, O.

Capital Stock, authorized $1,000,000, issued $950,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,015,000; held in escrow to retire prior liens, $150,000 (see note;) held in treasury for future improvements, $335,000; dated Jan. 1, 1901, due 1921; denom. $1,000; int. payable Jan. and July.

Note.—The only prior liens of the Ohio Valley Electric Ry. Co. not called in and cancelled by the new company, are as follows:—Consolidated Light & Ry. Co.'s first mortgage, 6 p. c. gold coupon bonds, $100,000; dated Aug. 27, 1893, due 1923. Ashland & Catlettsburg Street Ry. Co.'s first mortgage bonds, $50,000.

Plant and Equipment.—Miles of track, (electric) 30, of which 12 miles are new connections; gauge, 4 ft. 8½ in.; 70 lb. rail; 16 motor cars; 1,800 h. p. boilers; West and Walker generators and motors.

Officers.—Pres. J. N. Camden, Jr., Sec. Sprigg D. Camden, Treas. W. W. Magoon, Gen. Man. & Pur. Agt. J. C. Lugar, Huntington; Div. Supts. H. P. Wellman (Ashland & Huntington) A. L. Thuma, (Ironton).

General Office and Power Station, Ashland, Ky.

Date of information, Feb., 1901. z

HUNTSVILLE, ALA.

Population in 1890, 7,995, in 1900, 8,068.

Huntsville Railway, Light & Power Co.—This company placed an electric railway in Huntsville and commenced operation in 1900.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 3 trail cars; 2 Siemen & Halske generators, 300 k. w.; 480 h. p. engine, Lorain motors, St. Louis cars.

Officers.—Pres. T. C. du Pont, Wilmington, Del.; V. Pres. T. W. Pratt, Treas. J. H. Waters, Sec. & Gen. Man. A. D. Hasbrouck.

General Office, Huntsville, Ala.

Date of information, Feb., 1901. z

HUTCHINSON, KAN.

Population in 1880, 1,540, in 1890, 8,682, in 1900, 9,379.

Hutchinson Street Railway Co.—Chartered Sept. 9, 1886, for 40 years. Annual meeting Sept. 1.

Capital Stock, authorized, $100,000, issued, $45,000.

Funded Debt, authorized, $100,000, issued, none.

Plant and Equipment.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. T rail; 40 horses, 14 horse cars; Brownell and Laclede cars.

Officers.—Pres. L. A. Beebe, Sec. & Treas. W. S. Yeager, Gen. Man. L. A. Bigger.

General Office, Main and Sherman Sts.

Date of information, Feb., 1901. d

INDEPENDENCE, IA.

Population in 1900, 5,163.

Independence & Rush Park Railway Co.—This company commenced operation of its road in 1894.

Capital Stock, authorized and issued, $25,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars and 3 trail cars; 3 West. generators, Ide engines, Gen. Elec. motors.

Officers.—Pres. D. R. Campbell, V. Pres. A. D. Guernsey, Sec. A. R. Campbell.

General Office, Independence, Ia.

Date of information, Jan., 1901. d

INDIANAPOLIS, IND.

Population in 1880, 75,056, in 1890, 105,436, in 1900, 169,164.

Indianapolis Street Railway Co.—Chartered Mar. 7, 1899, as the successor by purchase of the Citizens' Street Ry. Co. and the City Ry. Co., and took possession of the lines on May 3, 1899, and since then extensive reconstruction work has been carried nearly to completion.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First mortage 4 p. c. gold bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1899, due 1933; denom. $1,000; int. payable Jan. and July at office of Guarantee Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

Citizens Street R. R. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized and issued, $4,000,000; coupon, but may be registered; dated May 1, 1893, due 1933; denom. $1,000; int. payable May and Nov., at office of Fourth St. National Bank of Philadelphia.

Plant and Equipment.—Miles of track (electric), 120; gauge, 4 ft. 8½ in.; 38 lb. to 95 lb. Johnson girder rail; 288 cars, of which 196 are motor cars and 92 trail cars; Allis, Buckeye and Wheelock, engines; Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

Officers.—Pres. & Gen. Man. H. J. McGowan, V. Pres. J. A. Lemcke, 2nd V. Pres. James M. Jones, Sec. Henry Jameson, Treas. & Asst. Sec. W. F. Milholland, Asst. Gen. Man. John Grant, Supt. Miller Elliott, Ch. Engr. & Elecn. Charles Romelins.

Directors.—Hugh J. McGowan, Henry Jameson, Harold B. Hibben, Geo. Brown, James Murdock and Julius A. Lemeke, of Indianapolis, Randal Morgan, of Philadelphia.

General Office, Illinois & Washington Sts., Indianapolis, Ind.

References.—Description of road, Vol. VI, Oct., '90, p. 474 (ill.). Vol. VII, Jan., '91, p. 7; Vol. X, Aug., '94, p. 508 (ill.); power plant; Vol. VI, Aug., '90, p. 382 (ill.); boiler accident, Vol. X, Oct., '94, p. 610; increase of bonds, Vol. IX, June, '93, p. 419; change of owners, Vol. IX, Jan., '93, p. 66; annual report, Vol. IX, Feb., '93, p. 129; a peculiar grounding burnout, Vol. IX, May, '93, p. 274; franchise decision, Vol. X, Dec., '94, p. 794. Indianapolis St. Ry.—Description of road, Vol. VIII, Aug., '92, p. 468 (ill.); franchise decision, Vol. XIII, May and Aug., '97, pp. 318 and 483; status of company, Vol. XV, Aug., '99, p. 512 (ill.).

Date of information, Feb., 1901. z

Indianapolis & Greenfield Rapid Transit Co.—Franchise granted, perpetual in Hancock County, for 50 years in Marion County, and 30 years in Greenfield. This company placed its road in operation on June 17, 1900, connecting with the Indianapolis St. Ry. at its outer terminus at Irvington, and running to Greenfield.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1899, due Jan. 1, 1929; denom. $1,000; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

Note.—Sinking fund of $12,500 per annum begins Oct. 1, 1904, and bonds then subject to call at 105 and accrued interest.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 2 Siemen-Halske generators, 800 k. w.; 1200 h. p. Russell engine, Sterling boilers, Lorain motors, Jewett cars.

Officers.—Pres. F. G. Banker, Greenfield; V. Pres. G. C. Webster, Indianapolis; Sec. & Gen. Man. L. E. McDonald, Treas. N. C. Binford, Ch. Elecn. William Snover.

Directors.—F. G. Banker, G. C. Webster, L. E. McDonald, N. C. Binford, John J. Cooper, Wm. N. Harding, A. R. Hovey, N. N. Morris, Chas. M. Cooper, C. M. Kirkpatrick, W. C. Dudding, E. J. Binford.

General Office, Greenfield, Ind.

Power Station, Philadelphia, Ind.

Date of information, Feb., 1901. z

Broad Ripple Traction Co.—This company is the successor by purchase at foreclosure sale on July 15, 1899, of the Indianapolis & Broad Ripple Transit Co., which was chartered Aug. 4, 1890, for 50 years. Municipal franchise granted July 20, 1894, for 50 years. Annual meeting first Thursday in Aug.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. registered gold bonds, authorized and issued, $400,000; dated 1899, due 1929; denom. $1,000; int., payable at office of Guarantee Trust & Safe Deposit Co., Phila., Pa., trustee of mortgage.

Plant and Equipment.—Miles of main line, 5, of second track, 1.5, of sidings, 1, total track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 10 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Fowler cars.

Officers.—Pres. John B. Warner, V. Pres. Clarence Winter, Sec. J. D. Thompson, Treas. E. B. Peck, Asst. Sec. & Pur. Agt. P. A. Hinds, Supt. J. D. McDonald.

General Office, 13 Clay Pool Building, Indianapolis, Ind.

Date of information, Feb., 1901. z

NEW CORPORATIONS.

Indianapolis & Martinsville Traction Co.—This company was organized to construct an electric railway from Indianapolis to Martinsville, through nine intermediate towns. It is understood in Sept. 1900, that contracts had been made and construction work was to be rapidly carried to completion.

Capital Stock, $750,000.

Funded Debt, $750,000.

Plant and Equipment.—Miles of track (electric), 31.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 950 K. W. generators, 1,200 H. P. station plant, West. motors.

Officers.—Pres. P. Fitzgerald, V. Pres. & Gen. Man. J. C. Tarkington, Sec. J. T. Elliott, Jr., Treas. Sterling R. Holt, Ch. Engr. A. S. Van DeMerk.

General Office, 74 Fitzgerald Building, Indianapolis, Ind.

Power Station, Mooresville, Ind.

Date of information, Feb., 1901. d

Indianapolis, Greenwood & Franklin Railroad Co.—Construction work was begun Apr., 1896. The road was placed in operation Jan. 15, 1900.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1900, due 1930; denom $500; int. payable May and Nov. at Office of Union Trust Co., Indianapolis, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. motors.

Officers.—Pres. & Gen. Man. Wm. G. Irwin, V. Pres. Charles F. Coffin, Sec. & Treas. Hugh T. Miller, Supt. & Elecn. A. B. Hogue, Ch. Engr. L. Hege.

Directors.—Charles F. Coffin, Charles S. Baker, Wm. G. Irwin, Z. T. Sweeney, H. T. Miller.

General Office, 525 Lemcke Bldg., Indianapolis, Ind.

Date of information, Feb., 1901. z

IOLA, KAN.

Population in 1880, 1,096, in 1890, 1,706, in 1900, 5,791.

Iola Rapid Transit Co.—This company was incorporated in May, 1898, and is now engaged in constructing an electric railway from Iola to Moran (6 miles.)

OFFICERS.—Pres. W. S. Hendrick, Sec. Alfred W. Beck. Treas. L. L. Northrop.

DIRECTORS.—Alfred W. Beck, Wm. J. Evans, Geo. A. Bowlus, Wm. S. Hendrick, J. Earl Chastain, Louis L. Northrup and Eugene K. Taylor.

Date of information, Feb. 1901. d

IRONTON, O.

Population in 1880, 8,857, in 1890, 10,939, in 1900, 11,868.

Ironton Electric Light & Railway Co.—This is the successor to the Ironton & Petersburg Street Ry. Co. In Mar., 1899, Edward Wilson was appointed receiver of this property, and in Apr. 1900, the company was consolidated into the Camden Interstate Ry. Co., of Huntington, W. Va., through the Ohio Valley Electric Ry. Co.

Date of information, Feb., 1901. x

IRONWOOD, MICH.

Population in 1890, 7,745, in 1900, 9,705.

Twin City General Electric Co.—Chartered 1890. The company operates two electric lighting plants and the local electric railroad.

CAPITAL STOCK, apportioned to railroad system, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued $125,000; dated July 1, 1900, due 1930; denom. $1,000; int. payable in gold, Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Allis engines; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. E. D. Nelson, V. Pres. H. M. Byllesby, Sec. & Treas. H. F. Jahn, Supt. & Pur. Agt. Geo. Beck.

Date of information, Feb., 1901. z

ITHACA, N. Y.

Population in 1880, 9,105, in 1890, 11,079, in 1900, 13,136.

Ithaca Street Railway Co.—Chartered Nov. 18, 1884. Annual meeting second Monday in June. This company owns the Cayuga Lake Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued $175,000; dated July 1, 1892, due 1922; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Jan. 2, 1894, due June 2, 1922; int. payable Jan. and July.

NOTE.—The company has guaranteed the first mortgage 6 p. c. bonds of the Cayuga Lake Electric Ry. Co., authorized and issued, $25,000; dated June 1, 1894, due 1922; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass	$61,206	$59,005	$59,127	$61,974	$65,242
" other sources...	220	11,930	16,014	13,716	36,306
" total...........	61,426	70,935	75,141	75,690	101,548
Operating expenses....	32,744	42,302	46,760	48,062	67,070
Earnings from oper....	28,682	28,634	28,381	27,628	34,478
Deductions from earn..	17,595	19,106	29,037	23,646	25,926
Net income............	11,087	9,527	*.656	3,982	8,552
Dividends paid.........	18,000	7,500	7,500		
To surplus account....	*6,913	2,027	*8,156	3,982	8,552
Total surplus account ..	20,424	22,451	12,563	33,044	40,582

DIVIDENDS, in 1896, 6 p. c.; in 1897, 2½ p. c.; in 1898, 2½ p. c.

OPERATING EXPENSES.

Year ending June 30,	1895.	1897.	1898.	1899.	1900.
General expenses......	$ 5,019	$ 7,574	$ 9,482	$10,842	$10,412
Transportation exps....	21,998	27,643	30,557	28,806	39,454
Main. of way and bldgs..	1,603	1,769	2,837	1,945	5,328
" " equipment	4,124	5,316	3,884	6,469	11,876
Total..............	$32,744	$42,302	$46,760	$48,062	$67,070

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue pass. carried....	1,281,563	1,309,142	1,303,911	1,387,193
Transfer " "			178,206	243,533
Car miles run...........	307,230	310,998	298,663	371,576
Total receipts per car mile	$.231	$.241	$.253	$.273
Operating exp. per car mile	.138	.150	.160	.180

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$504,246	$517,444	$527,207	$538,448	$562,434
Other permanent inve.	95,323	95,525	95,525	94,109	75,000
Cash.................	7,810	5,674	6,774	5,357	1,777
Bills receivable........	31,050	4,281	2,277		
Due by agents........	4,305				
Open accounts........	3,355	3,059	1,581	4,330	23,613
Material and supplies..		5,203	5,418	6,330	7,094
Other assets..........	1,029	911	886	916	3,001
Total.............	$647,118	$632,097	$639,668	$649,490	$672,919
LIABILITIES.					
Capital stock.........	$250,000	$300,000	$300,090	$300,000	$300,000
Funded debt..........	275,000	275,000	275,000	275,000	275,000
Int. on funded debt due and accrued.........	7,625	7,625	7,625	7,625	7,685
Accounts payable......	8,469	9,068		11,598	13,264
Loans................	35,600	17,952	25,724	22,223	35,388
Bills payable			18,756		
Pro. and loss (surp)....	20,424	22,451	12,563	33,044	40,582
Total............	$647,118	$632,097	$639,668	$649,490	$672,919

PLANT AND EQUIPMENT.—Miles of track (electric), 7.58; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 22 motor cars; Ball and McEwen engines, Gen. Elec. dynamos and motors, Brill, Gilbert and Jackson & Sharp cars; water power to 800 H. P.

OFFICERS.—Pres. Edward G. Wyckoff, V. Pres. E. L. Fuller, Sec. & Treas. Allen N. Drake, Gen. Man. H. S. Cooper, Ch. Engr. J. N. Bennett.

DIRECTORS.—E. L. Fuller, Scranton, Pa.; Edward G. Wyckoff, Jared T. Newman, Charles G. Hoyt, D. F. Van Vleet, R. C. Carpenter, Allen N. Drake, Ithaca, N. Y.

GENERAL OFFICE, Savings Bank Bldg., Ithaca, N. Y.

REFERENCE.—Accident instructions, Vol. XVI, Aug. 18, '00, p. 774.

Date of information, Jan., 1901. b

JACKSON, MICH.

Population in 1880, 16,105, in 1890, 20,798, in 1900, 25,180.

Jackson & Suburban Traction Co.—Incorporated in Sept., 1900, as the successor by purchase, at receiver's sale on Sept. 13, 1900, of the properties of the Jackson St. Ry. Co. In Nov., 1900, rights of way and franchises had been obtained for an extension from Jackson to Ann Arbor, 38 miles, and the road has been extended to Grass Lake, 10 miles. By May 1, 1901, it is expected to have 22 miles in operation.

CAPITAL STOCK, authorized, $300,000, issued, 140,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; denom. $1,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 12, under construction, 38, proposed, 18; gauge, 4 ft., 8½ in.; 70 lb. T and girder rail; 12 motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Brill cars; steam power rented.

OFFICERS.—Pres. W. A. Boland, 31 Nassau St., N. Y. City; Sec. & Treas. W. A. Foote, Supt. John Leonard.

DIRECTORS.—W. A. Boland, H. M. Hobart, Wm. F. Shaler, W. A. Foote, J. B. Foote.

GENERAL OFFICE, 118 E. Main St., Jackson, Mich.

Date of information, Feb., 1901. d

Detroit & Chicago Traction Co.—This company was incorporated in Feb., 1901, to construct an electric railway from Detroit to Battle Creek, 120 miles, and has secured franchises and private rights of way through the cities of Battle Creek, Marshall, Albion and Parma, also east through Chelsea, Dexter and Ann Arbor; this section is now under construction for 38 miles and the line is ultimately to be extended to Chicago. The company has also contracted to lease the Jackson & Suburban Traction Co., by guaranteeing a dividend on capital stock.

CAPITAL STOCK, authorized, $4,000,000, to be issued as required; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $4,000,000, to be issued as required.

OFFICERS.—Pres. W. A. Boland, V. Pres. P. H. Flynn, Treas. F. C. Cocheu, Brooklyn, N. Y.; Sec. W. A. Foote, Jackson, Mich.

GENERAL OFFICE, Jackson, Mich.

Date of information, Mar., 1901. x

JACKSON, MISS.

Population in 1880, 5,204, in 1890, 5,920, in 1900, 7,816.

Jackson Electric Railway, Light & Power Co.—Chartered Mar., 1898, as the successor to the Jackson City R.R. The new company commenced operation May, 1899.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail, 9 motor cars; Gen. Elec. dynamos and motors. Corliss engines.

OFFICERS.—Pres. F. G. Jones, (Memphis, Tenn.), V. Pres. H. H. Corson, (Nashville, Tenn.), Sec. & Treas. S. T. Carnes, (Memphis, Tenn.), Gen. Man. & Elecn. C. L. Harry.

GENERAL OFFICE, Jackson, Miss.

Date of information, Jan., 1901. z

JACKSON, TENN.

Population in 1880, 5,377, in 1890, 10,039, in 1900, 14,511.

Jackson & Suburban Street Railroad Co.—This is a reorganization, in 1894, of the Jackson & Suburban Street Ry. Co. Annual meeting second Tuesday in May. The present company is preparing to change the road to electricity.

CAPITAL STOCK, authorized, $200,000, issued, $60,000.

FUNDED DEBT, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft.; 50 lb. T rail; 23 horses, 17 cars, of which 8 are motor cars and 9 trail cars; Ball engines, Walker dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. H. Hirsch, V. Pres. G. C. Anderson, Sec. S. D. Hayes. Treas. J. L. Wisdom, Attys. Hayes & Bond, Supt. W. R. Hall, Ch. Engr. L. E. Siebert, Elecn. John Armstrong.

DIRECTORS.—J. H. Hunter, G. C. Anderson, J. W. N. Burkett, J. L. Wisdom, S. D. Hayes, C. G. Bond, J. H. Hirsch.

GENERAL OFFICE AND POWER STATION, College and Shannon Sts., Jackson, Tenn.

Date of information, Feb., 1901. d z

JACKSONVILLE, FLA.

Population in 1880, 7,650, in 1890, 17,201, in 1900, 28,429.

Main Street Railroad Co.—Chartered Mar. 15, 1883. This property is owned by the Plant System and is operated as one with the Jacksonville St. Ry.

CAPITAL STOCK, authorized and issued, $15,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $20,000, issued, $4,300; dated Feb. 1, 1893; due 1903; denom. $100 and $500; int. payable Feb. and Aug., at office of the Southern Savings & Trust Co., of Jacksonville, trustee of mortgage.

FRANCHISES.—Granted Nov. 16, 1892, for 25 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 3, of road, 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars, Gen. Elec. and West. dynamos and motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. F. Q. Brown (12 W. 23rd St., N. Y. City). V. Pres. W. A. Macduff, Sec., Treas. & Pur. Agt. Arthur F. Perry.

GENERAL OFFICE, 26 Main St., Jacksonville, Fla.

Date of information, Jan., 1901. z

Jacksonville Street Railway Co.—Chartered Dec. 23, 1879. This property is owned by the Plant System and is operated as one with the Main St. R. R.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 5 ft.; 40 lb. and 50 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. F. Q. Brown, V. Pres. M. F. Plant, Treas. J. M. Lee (Savannah, Ga.), Supt. M. E. Satchwell, Pur. Agt. M. F. Loughman, Ch. Engr. J. H. Dunne.

PRESIDENT'S & Pur. Agt.'s office, 12 W. 23rd St., N. Y. City; Superintendent's Office, Jacksonville, Fla.

Date of information, Jan., 1901. z

JACKSONVILLE, ILL.

Population in 1880, 10,927, in 1890, 12,935, in 1900, 15,078.

Jacksonville Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $33,450; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $35,000; dated Jan. 1, 1892, due 1912; int. payable Jan. and July, in New York; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 25 lb. to 60 lb. rail; 2 horses, 21 cars, of which 9 are motor cars and 12 trail cars; Gen. Elec. and West. dynamos, Gen. Elec. and Detroit motors.

OFFICERS.—Pres. Wm. S. Hook, Sec. Marcus Hook, Treas. Francis Hook, Supt. Edward B. Kirk.

DIRECTORS.—Wm. S. Hook, Francis Hook, Marcus Hook.

GENERAL OFFICE, Jacksonville, Ill.

Date of information, Feb., 1901. z

JAMESTOWN, N. Y.

Population in 1880, 9,357, in 1890, 16,038, in 1900, 22,892.

The Jamestown Street Railway Co.—Chartered Oct. 18, 1883. Annual meeting third Monday in Oct.

CAPITAL STOCK, authorized, $250,000, issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Jan. 23, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of State Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$91,274	$85,003	$88,142	$90,743	$103,477
" other sources	691	1,705	2,760	2,307	1,910
" total	91,965	86,708	90,902	93,050	105,387
Operating expenses	78,417	68,200	60,470	57,523	62,443
Earnings from oper.	13,548	18,508	30,432	35,527	42,944
Deductions from earnings.					
Interest	18,000	18,000	26,272	26,500	25,869
Taxes	4,505	2,358	3,676	3,565	3,681
Net income	*8,957	*1,851	484	5,462	13,394
To surplus account				5,462	
Total surplus account	1,960	109	593	5,961	19,275

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$14,041	$ 9,099	$ 6,398	$ 4,731	$ 5,577
Transportation expenses	44,362	42,079	39,352	37,805	39,747
Maint. of way and buildings.	6,309	6,471	5,845	7,829	9,962
" " equipment	13,705	10,551	8,875	7,158	7,157
Total	$78,417	$68,200	$60,470	$57,523	$62,443

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Rev. pass. carried	2,472,913	1,824,697	2,398,584	2,044,332	2,389,194
Trans. " "				438,056	522,863
Car miles run	627,784	609,586	640,120	584,548	624,140
Total rec'ts per c. m.	$.147	$.142	$.142	$.159	$.169
Oper. exps. " "	.125	.112	.089	.098	.100

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$316,094	$322,152	$335,439	$355,326	$392,346
" equipment.	204,504	215,790	218,555	218,951	222,893
Impro of Celeron	98,659	104,262	103,942	103,942	103,942
Cash	137	137	137	137	137
Bills receivable	43	43	43	43	43
Open accounts	84,354	108,206	117,714	123,093	135,527
Material and sup	8,010	6,711	5,144	2,273	1,288
Unsubscribed stock.	150,000	150,000	150,000		
Total	$861,801	$907,301	$930,974	$803,764	$856,176
LIABILITIES.					
Capital stock	$250,000	$250,000	$250,000	$100,000	$100,000
Funded debt	300,000	300,000	300,000	300,000	300,000
Bills payable	165,870	192,667	218,729	217,726	232,718
Other liabilities	143,971	164,524	161,653	180,078	204,183
Profit and loss (sur.)	1,960	109	592	5,961	19,275
Total	$861,801	$907,301	$930,974	$803,765	$856,176

* Of this amount $75,050 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 19.1; gauge, 4 ft. 8½ in.; 30 lb. to 70 lb. T and girder rail; 7 horses, 46 motor cars; Noye and Phœnix engines, Short, Walker and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. L. B. Warner, Sec. W. S. Cameron, Treas. S. B. Broadhead, Supt. & Pur. Agt. Geo. E. Maltby, Ch. Engr. & Ch. Engr. of Power Station, Chas. Palmer, Elecn. Victor Granberg, Foreman S. J. Heath, Asst. Foreman Austin Harvey.

DIRECTORS.—A. N. Broadhead, L. B. Warner, O. E. Jones, F. E. Gifford, W. S. Cameron, S. B. Broadhead, R. N. Marvin, Wm. Broadhead.

GENERAL OFFICE, Jamestown, N. Y.

REFERENCE.—Description of parks, Vol. XIII, Feb., '97, p. 94 (ill.); improvements, Vol. XV, July, '99, p. 463.

Date of information, Dec., 1900. b

JANESVILLE, WIS.

Population in 1880, 9,018, in 1890, 10,836, in 1900, 13,185.

Janesville Street Railway Co.—Chartered 1886, for 30 years, as a horse road; present company organized Mar., 1892. Annual meeting last Monday in Feb.

CAPITAL STOCK, authorized $125,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct., at office of company; trustee of mortgage, Finance Co. of Pennsylvania.

DIVIDENDS.—In 1892, 6 p. c.; in 1893, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars; A. & S. engines, Gen. Elec. dynamos, West. motors, St. Louis cars.

OFFICERS.—Pres. George W. Blabon, V. Pres. James Shearer, Sec. & Treas. Ed. L. Blabon, Gen. Man. & Pur. Agt. Geo. J. Hurd.

DIRECTORS.—G. W. Blabon, Philadelphia, Pa.; Alexander Graham, W. R. Proudfoot, Geo. L. Carrington, Geo. M. McKey.

GENERAL OFFICE, Power House, Academy St.

Date of information, Feb., 1901. z

JEFFERSONVILLE, IND.

Population in 1880, 9,357, in 1890, 10,666, in 1900, 10,774.

Jeffersonville City Railway Co.—Chartered Jan. 14, 1889, as a successor to the Ohio Falls Street Ry. Co. This property was sold at foreclosure sale in Aug., 1896. In Nov., 1899, the company decided to install electric traction, but in Dec., 1900, no further report had been received.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated Apr. 1, 1892; due 1919, but subject to call on Apr. 1, 1893, and thereafter; int. payable Apr. and Oct.; trustee of mortgage, Columbia Finance & Trust Co., of Louisville.

NOTE.—The company has been in default on the interest of its bonds for a number of years.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. to 35 lb. steel T rail; 35 horses, 11 horse cars.

OFFICERS.—Pres. Sec. & Treas. E. J. Howard, V. Pres. G. J. Long, Supt. E Frazer.

GENERAL OFFICE, 57-59 Spring St.

Date of information, Dec., 1900. d x

JERSEY CITY AND NEWARK, N. J.

Population Jersey City in 1880, 120,722, in 1890, 163,000, in 1900, 206,433. Newark in 1880, 136,500, in 1890, 181,830, in 1900, 246,070.

North Jersey Street Railway Co.—Chartered June, 1894, to operate electric street railways in northern New Jersey. This company owns and operates the Newark and South Orange Ry. and leases the Consolidated Traction Co.'s lines for 999 years, at a rental, beginning with 1899 of 2% on the capital stock ($15,000,000) for the first three years, 2½% for 1902, 3% for 1903-1904, 3½% for 1905; and 4% thereafter, and also assumes all the liabilities of the Consolidated Traction Co. in addition to above rental.

It is generally understood that this company, the Jersey City, Hoboken & Paterson Street Ry. Co. and the newly organized Elizabeth, Plainfield & Central New Jersey R. R. Co., are all controlled by the same interests.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—The direct funded indebtedness of the company is $6,500,000, as follows:

First mortgage 4 p. c. gold bonds, authorized, $15,000,000, issued, $6,500,000, denom. $1,000; dated May 1, 1898, due 1948; int. payable May and Nov., at office of Manhattan Trust Co., of New York City, trustee of mortgage and also at the office of the Fidelity Trust & Deposit Co., of Newark, N. J.

In addition to the above, the company has assumed $22,158,000 of underlying bonds as follows. (See companies named for detailed description).

	Outstanding.
Consolidated Traction Co.'s first mortgage bonds	$15,000,000
Newark Pass. Ry. Co.'s first consolidated mortgage bonds.	4,250,000
" " " " underlying securities	1,600,000
Jersey City & Bergen R. R. Co.'s first mortgage bonds	258,000
Passaic & Newark Elec. Traction Co.'s first mortgage bonds	550,000
Rapid Transit Street Ry. Co. of Newark	500,000
Total	$22,158,000

Operation.—The following is a combination of the operating reports of the Passaic & Newark Electric Traction Co., from Jan. 1, 1897, to Jan. 1, 1898, (the date of its lease to the Consolidated Traction Co.,) and of the Consolidated Traction Co., the Newark & South Orange Ry. Co., and the North Jersey St. Ry. Co., from Jan. 1, 1897, to June 1, 1898, (the date of consolidation of these three companies) and of the combined properties as a whole since that time:

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Receipts from passengers.	$3,096,596	$3,274,953	$3,447,686	$3,737,003
" other sources	23,728	28,671	24,622	20,502
" total	3,120,324	3,303,624	3,472,308	3,757,505
Operating expenses	1,675,415	1,639,416	1,669,725	1,780,047
Earnings from operation.	$1,444,909	$1,664,208	$1,802,583	$1,977,458

Plant and Equipment.—Miles of track (electric), 235; 678 motor cars; Allis engines; West. & Gen. Elec. generators and motors; Babcock & Wilcox boilers; Brill, Laclede and St. Louis cars.

Officers.—Pres. E. F. C. Young, V. Pres. David Young, Sec. W. S. Johnson, Treas. E. N. Hill, Auditor E. D. Hibbs, Pur. Agt. Gordon Campbell, Gen. Supt. G. F. Chapman.

Directors.—A. J. Cassett, E. F. C. Young, Thomas Dolan, P. A. B. Widener John D. Crimmins, J. R. Shanley, L. D. Ward, W. L. Elkins, John F. Dryden, Peter Hauck, John F. Kehoe, F. O. Matthiesson, David Young, George F. Perkins, A. Q. Garretson.

General Office, 29 Exchange Place, Jersey City, N. J.

Date of information, Feb., 1900. z

Consolidated Traction Co.—Chartered Mar. 15, 1893. This company controls (by ownership of stock) and operates the

New Jersey Traction Co.
Jersey City & Bergen R. R. Co.
Newark Passenger Ry. Co.
The Newark Plank Road Co.
Jersey City, Harrison & Kearny R. R. Co.
Passaic & Newark Electric Traction Co.
Passaic & Newark Electric Ry. Co.
Newark & South Orange Ry. Co.
Bergen Point & Staten Island Ferry Co. (owns no street railway lines).
Port Richmond & Bergen Point Ferry Co. (owns no street railway lines).

It also leases the Rapid Transit Street Ry. Co., of Newark.

The property of this company is leased to the North Jersey Street Ry. Co. for 999 years, at an annual rental beginning with 1899, of 2% on the capital stock for 3 years; 2½% for one year; 3% for 2 years; 3½% for one year; and 4% thereafter. The North Jersey Street Ry. Co. assumes all the liabilities of this company.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, issued and $15,000,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Manhattan Trust Co. of New York, trustee of mortgage.

Note.—The first mortgage bonds are a lien upon all the franchises, road and equipment which may be owned by the company, together with the following collateral securities: 10,000 shares of the stock of the Jersey City & Bergen City R. R. Co.; 6,465 shares of the Newark Plank Road Co., 1,000 shares of the Jersey City, Harrison & Kearny R. R. Co.; 60,000 shares of the Newark Passenger Ry. Co.; 5,000 shares of the New Jersey Traction Co.; 10,000 shares of the Passaic & Newark Traction Co., and 4,000 shares of the Port Richmond & Bergen Point Ferry Co.

Operation.—(See North Jersey Street Ry. Co.)

Plant and Equipment.—(See North Jersey Street Ry. Co.)

Officers.—Pres. E. F. C. Young, V. Pres. E. B. Gaddis, Sec. T. J. George, Treas. E. N. Hill, Audr. E. D. Hibbs, Gen. Sup. G. F. Chapman, Pur. Agt. & Elecn. G. Campbell, Ch. Engr. of Power Station J. G. Elliott.

Directors.—C. A. Griscom, R. C. Jenkinson, Jeremiah O'Rourke, E. B. Gaddis, M. T. Barrett, E. F. C. Young, B. M. Shanley, Jr., L. D. Ward, Albert Jennings, Henry Lembeck, W. J. Davis, John E. McArthur, Dudley Farand, James K. Corbiere.

General Office, 29 Exchange Place, Jersey City.

References.—Description of Newark power plant, Vol. XI, Jan., '95, p. 41 (ill); description of car house, Vol. XI, Feb.,' 95, p. 103 (ill.); description of repair shop, Vol. XII, Jan. '96, p. 14 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; description of road, Vol. XII, Aug., '96, p. 454 (ill.); car specifications, Vol. XII, Aug. '96, p. 490; fender record, Vol. XII, June, '96, p. 387; testing and repairing methods, Vol. XVI, Aug. 4, '00, p. 703 (ill.); new car house at Newark, Vol. XVI, Dec. 1, '00, p. 1176 (ill.).

Date of information, Feb., 1900. z

Jersey City & Bergen Railroad Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 7 p. c. bonds, $258,000; dated Jan. 1, 1873, due 1903; denom. $1,000; coupon, but may be registered; int. payable Jan. and July.

References.—Description of road, Vol. VIII, Dec., '92, p. 720 (ill.); operating detail, transfers, Vol. IX, May, '63, p. 324 (ill.).

Date of information, Feb., 1900. z

Jersey City, Harrison & Kearny Railway Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued, $100,000, paid in, $18,000.

Date of information, Feb., 1900. z

Newark Passenger Railway Co.—Chartered June 16, 1890. Leased on July 29, 1893, to the New Jersey Traction Co. for 999 years, at a rental of $60,000 for the first year, $90,000 for the second year, and $105,000 per annum thereafter. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued $6,000,000.

Funded Debt, $5,850,000, substantially as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $4,250,000, in escrow (see Note), $1,600,000, in treasury, $150,000; coupon, but may be registered; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July, at office of the People's Bank, of Philadelphia; Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co., of New Jersey.

Newark & Bloomfield Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $100,000; due Feb. 1, 1901; denom. $500 and $1,000; int. payable Feb. and Aug. at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Orange & Newark Street Ry. Co.'s consolidated mortgage 6 p. c. registered bonds, authorized and issued, $496,500; dated Apr. 1, 1885, due 1905; denom. $500 and $1,000; int. payable Apr. and Oct., at Newark; trustees of mortgage, T. Runyon and A. L. Dennis.

Essex Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized and issued, $753,500; dated Nov. 1, 1885, due 1905; denom. $500 and $1,000; int. payable May and Nov., at Newark; trustees of mortgage, E. Q. Keasby and G. G. Frelinghuysen.

Bellevue & Newark Horse Car R. R. Co.'s first mortgage 7 p. c. bonds, authorized and issued, $200,000; dated June 1, 1890, due 1900; int. payable June and Dec., at Newark; trustees of mortgage, D. Dodd and Alfred L. Dennis.

Newark & Irvington Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated June 1, 1890, due 1900; denom. $1,000; int. payable June and Dec., at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Note.—$1,600,000 of the consolidated bonds are held in escrow to retire the five issues above described.

Officers.—Pres. E. F. C. Young, Sec. T. J. George, Treas. E. N. Hill.

Reference.—Description of road, Vol. VIII, Feb., '92, p. 79 (ill.).

Date of information, Feb., 1900. z

Newark Plank Road Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, $162,000.

Funded Debt.—None.

Date of information, Feb., 1900. z

New Jersey Traction Co.—Chartered 1892. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $500,000. The entire capital stock is in the treasury of the Consolidated Traction Co., of New Jersey.

Funded Debt.—None.

Date of information, Feb., 1900. z

Passaic & Newark Electric Traction Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized $1,000,000, issued, $550,000; dated June 1, 1897, due 1937; int. payable June and Dec., at office of New Jersey Title Guarantee & Trust Co., of Jersey City. These bonds are guaranteed, principal and interest, by the North Jersey Street Ry. Co.

Operation.—Included in report of North Jersey Street Ry. Co., (which see).

Date of information, Feb., 1900. z

Rapid Transit Street Railway Co. of Newark.—Controlled by the North Jersey Street Ry. Co., through the lease to the Consolidated Traction Co., of New Jersey (originally to the Newark Passenger Ry. Co., in Feb., 1892), for a rental equivalent to fixed charges and 11.75 p. c. on $504,000 of the capital stock.

Capital Stock (trustees' certificates), $504,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1891, due 1921, but redeemable at 110 and interest on and after Apr. 1, 1901, at company's option; int. payable Apr. and Oct., at office of Fidelity Trust & Deposit Co., of Newark, trustees of mortgage.

Officers.—Pres. Gottfried Krueger, Treas. Cortlandt Riker.

Date of information, Feb., 1900. z

The Newark & South Orange Railway Co.—Chartered Apr. 6, 1865, as a successor to the Newark & South Orange Horse Car R. R. Co. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Reference.—Description of road, Vol. X, Oct., '94, p. 603 (ill.).

Date of information, Feb., 1900. z

JOHNSON CITY, TENN.

Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City & Carnegie Street Railway Co.—Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

CAPITAL STOCK, authorized and issued, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

OFFICERS.—Pres. E. Day, V. Pres. F. A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J. E. Brading, Ch. Engr. J. A. Landon.

DIRECTORS.—F. A. Stratton, E. Day, A. M. Young, W. B. Hosmer, J. K. Smith, E. M. Bunall, E. H. Stevens.

Date of information, Feb., 1901. d

JOHNSTOWN, PA.

Population in 1880, 8,380, in 1890, 21,805, in 1900, 35,936.

Johnstown Passenger Railway Co.—Chartered May 8, 1882.

CAPITAL STOCK, authorized, $600,000, issued, $581,550; par value, $50 per share.

FUNDED DEBT.—General consolidated mortgage 4 p. c. coupon bonds, authorized, $800,000, issued, $304,000; denom. $1,000; dated Dec. 1, 1899, due Dec. 1, 1929; int. payable June and Dec., at office of Guaranty Trust Co., of New York, trustee of mortgage.

NOTE.—A supplementary mortgage intended to more perfectly secure the general mortgage of May 27, 1890 (which was certified to by the trustees as of May 20, 1890, by a clerical error), was executed on July 16, 1891.

OPERATION.—Year ending

	Dec. 31,		June 30.		
	1896.	1897.	1898.	1899.	1900.
Passenger receipts	$110,339	$104,679	$113,031	$131,715	$169,784
Operating expenses	58,019	59,097	58,870	61,773	76,472
Earnings from operation	52,319	45,582	54,161	69,942	93,312
Deduc. from earnings.					
Taxes				3,613	4,907
Interest	18,897	21,090	22,048	20,669	23,031
Net income	33,423	24,492	32,113	45,660	65,374
Dividends paid	13,312	12,612	12,612	16,816	23,193
To surplus account	20,110	11,880	19,501	28,844	42,181
Total surplus			72,621	101,465	*26,898

*38,475 charged off to depreciation.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$425,569	$466,933	$545,624	$ 992,788
" " equipment	151,300	153,038	91,672	45,697
Cash on hand	17,300	10,145	11,486	26,359
Bills receivable	2,500	2,500	2,500	2,500
Total	$596,668	$632,616	$651,282	$1,067,344
LIABILITIES.				
Capital stock	$210,200	$210,200	$210,200	$ 581,550
Funded debt	250,000	250,000	250,000	304,000
Dividends unpaid	6,306	6,306	8,408	11,683
Loans	96,140	92,575	80,295	142,470
Sundries		914	914	743
Profit and loss (surplus)	34,021	72,621	101,465	26,898
Total	$596,668	$632,616	$651,282	$1,067,344

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 78 lb. girder rail; 37 cars, of which 24 are motor cars and 13 trail cars; Ball and West. engines, West. motors, Stephenson cars.

OFFICERS.—Pres. Tom L. Johnson, V. Pres. John B. Hoefgen. Treas. T. C. DuPont, Sec. Supt. & Gen. Man. S. E. Young.

DIRECTORS.—Tom L. Johnson, H. H. Weaver, P. A. Rose, Herman Baumer, S. E. Young, T. C. Du Pont, J. H. Walters.

GENERAL OFFICE, Central Ave., Johnstown. Pres. office, 36 Nassau St., New York City.

REFERENCE.—Fire, Vol. IX, Apr., '93, p. 206.

Date of information, Mar., 1901. z

JOLIET, ILL.

Population in 1880, 11,657, in 1890, 23,264, in 1900, 29,353.

Joliet Railroad Co.—This is the successor, by purchase in July, 1896, to the Joliet Street Ry. Co. The capital stock of this company is now controlled by the American Railways Co., of Philadelphia. In Mar., 1900, the American Railways Co. having purchased the franchises of the Chicago & Joliet Rapid Transit Co., the Chicago & Desplaines Valley Electric Co. and the Desplaines Valley Elec. Ry. Co., commenced construction of a through road from Joliet to Chicago. The line was placed in operation, Joliet to Lamont Sept. 19, 1900, and the entire line was to be in operation by Apr., 1901, under the control of a newly organized corporation, named the Chicago & Joliet Electric R. R. Co.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—6 p. c. mortgage bonds, authorized and issued, $75,000; dated May 2, 1889, due 1904; int. payable May and Nov., at the office of the Portland Trust & Savings Bank, of Portland, Me., trustee of mortgage.

Consolidated mortgage 5 p. c. bonds, authorized, $400,000, issued, $325,000, in escrow to retire first mortgage bonds, $75,000; dated May 1, 1898, due 1918; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Portland Trust & Savings Bank, of Portland, Me.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, ft. 8½ in.; 40 lb., 58 lb. and 70 lb. girder and T rail; 36 motor cars; McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

OFFICERS.—Pres. Samuel G. DeCoursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Supt. & Pur. Agt. F. E. Fisher, Ch. Engr. & Ch. Engr. of Power Station Thomas Synnett, Elecn. Wm. Kelsh.

GENERAL OFFICE, 201 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

REFERENCE.—Increase of stock, Vol. IX, Apr. '93, p. 270.

Date of information, Feb., 1901. d

Chicago & Joliet Electric Railroad Co.—This company was organized by the American Railways Co., of Philadelphia, as a consolidation of the Joliet R. R. Co., the Chicago & Joliet Rapid Transit Co., the Desplaines Valley Electric Ry. Co. and the Chicago & Desplaines Electric Co. forming, with extensions, a direct line from Joliet to Chicago. In Sept., 1900, the line was placed in operation to Lamont from Joliet, and by Apr. 1, 1901, the entire line will be ready, entering Chicago over the Archer Ave. line, of the Chicago City Ry. Co.

CAPITAL STOCK, $600,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized $600,000.

OFFICERS.—Pres. Samuel G. De Coursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Supt. & Pur. Agt. F. E. Fisher.

GENERAL OFFICES.—201 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

Date of information, Feb., 1901. x

KALAMAZOO, MICH.

Population in 1880, 11,937, in 1890, 17,853, in 1900, 24,404.

Michigan Traction Co.—Chartered in Dec., 1897, for 30 years. This is a consolidation of the Citizens' Street Ry. Co., of Battle Creek, and the Citizens' Street Ry. Co., of Kalamazoo. The company has constructed a line connecting the two cities, about 28 miles in length, with a loop to Gull Lake, 3.5 miles. In Feb., 1900, the capital stock of this company was controlled by the Railways Company General, of Philadelphia.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued $700,000; dated Jan. 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Investment Trust Co. of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T and 90 lb. girder rail; 41 motor cars; 600 K. W. generators, Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. & Gen. Man. E. R. Dick, V. Pres. J. B. Macafee; Sec. & Treas. J. J. Collier, Philadelphia; Supt. R. L. Rand, Ch. Engr. R. I. Marhoff.

DIRECTORS.—L. N. Downs, D. Allen, Geo. S. Greene, L. Barrett, Jno. B. Macafee, S. B. Vrooman, F. J. Griswold.

GENERAL OFFICE, Kalamazoo, Mich.

REFERENCE.—Change of Owners, Vol. XIII, July, '97, p. 408.

Date of information, Feb., 1901. x

Grand Rapids & Kalamazoo Electric Railway Co—This company was organized to construct an electric railway connecting Grand Rapids and Kalamazoo, and it is reported that contracts have been signed for construction from Kalamazoo to Cooper and to Plainwell, Martin, Shelbyville and Wayland.

OFFICERS.—V. Pres. & Gen. Atty. A. D. Prosser.

GENERAL OFFICE, Kalamazoo, Mich.

CONTRACTOR'S OFFICE, 93 Federal St., Boston, Mass.

Date of information, Dec., 1900. x

KANKAKEE, ILL.

Population in 1880, 5,651, in 1890, 9,025, in 1900, 13,595.

Kankakee Electric Railway Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000; issued, $20,000; dated July 1, 1891, due 1911; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; West. dynamos and motors, Pullman cars.

OFFICERS.—Pres. Emory Cobb, V. Pres. Gen. Man. Supt. & Pur. Agt. C. H. Cobb, Sec. & Treas. W. C. Schneider.

REFERENCES.—Increase of stock, Vol. IX, May, '93, p. 344; description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Feb., 1901. z

The North Kankakee Electric Light & Railway Co.—Chartered May, 1892, for 20 years. Annual meeting second Tuesday in June.

CAPITAL STOCK, authorized, $100,000, and issued, $32,000.

Funded Debt.—First mortgage 7 p. c. coupon bonds, $25,000; dated 1893, due 1903; denom. $1,000; int. payable at Kankakee Savings Bank; trustee of mortgage, Thomas A. Sawyer.

Plant and Equipment.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. and 57 lb. T and girder rail, 6 cars, of which 4 are motor cars and 2 trail cars; Phœnix engines, Gen. Elec. and Detroit dynamos and motors, St. Louis and Wells & French cars.

Officers.—Pres. B. F. Uran, V. Pres. W. W. Bird, Sec. Henry Beckman, Treas. A. D. Ehrich, Gen. Man. Supt. & Pur. Agt. E. Powell, Elecn. Frank Disens.

General Office.—Kankakee, Ill.

Date of information, Jan., 1901. z

KANSAS CITY, MO.

Population in 1880, 55,785, in 1890, 119,668, in 1900, 163,752.

Metropolitan Street Railway Co.—Chartered July 19, 1886. Annual meeting in June. This is a consolidation of the Corrigan Consolidated Street Ry. Co., the Kansas City & Rosedale Street Ry. Co., the South Suburban Ry. Co., the Kansas City Cable Ry. Co., the Grand Avenue Ry. Co. and the Kansas City & Independence Ry. Co. The company owns the capital stock of the Kansas City (Kan.) Elevated Ry. Co., the capital stock of the Central Electric Ry. Co. and also controls the Kansas City Traction Co. and the West Side Ry. Co., of Kansas City, Mo. In June, 1895, the company's franchises were extended to 1925.

Capital Stock.—Common stock, authorized, $8,500,000, issued, $5,586,800; par value, $100 per share.

Funded Debt.—$13,112,000, as follows:

General mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated Sept. 1, 1889, due 1909; denom. $1,000; int. payable Mar. and Sept., at office of New England Trust Co., of Boston, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized $8,500,000, issued, $4,144,000, in escrow (see Note), $4,356,000; coupon, but may be registered; not subject to call, dated May 1, 1895, due 1910; denom. $1,000; int. payable May and Nov. at Old Colony Trust Co., of Boston, trustee of mortgage.

PRIOR LIENS.

Corrigan ConsolidatedStreet Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $806,000; dated July 1, 1886, due 1916; denom. $1,000; int. payable Jan. and July, in New York.

Kansas City Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,050,000; dated April, 1887, due 1901; denom. $1,000; int. 5 p. c. payable Apr. and Oct., at office of New England Trust Co., of Boston, trustee of mortgage; and $300,000, dated Apr. 1, 1887, due 1901; denom, $1,000; int. 5 p. c. payable Apr. and Oct. at office of New York Security & Trust Co., New York.

Grand Avenue Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,200,000; coupon, but may be registered; dated July 10, 1888, due, July 10, 1908; denom. $1,000; int. payable Jan. 10 and July 10, at office of Central Trust Co., of New York, trustee of mortgage.

Kansas City Elevated Ry. Co.'s first mortgage gold bonds authorized and issued, $2,600,000; coupon, but may be registered; dated July 1, 1892, due 1922; denom. $1,000; int. 4 to 6 p. c. (see Note), payable Jan. and July, at office of Manhattan Trust Co., of New York.

South Side Street Ry. Co.'s first mortgage 5 p. c. bonds, $12,000; due June 1, 1899.

Central Electric Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $2,000,000; dated May 1, 1899, due 1914; denom. $1,000; int. payable May and Nov. at office of Colonial Trust Co., of New York, trustee of mortgage.

Note.—$4,356,000 of the consolidated mortgage bonds are held in escrow to retire at maturity the general mortgage bonds ($1,000,000), the Corrigan Consolidated St. Ry. Co.'s bonds ($806,000), the Kansas City Cable Ry. Co.'s bonds ($1,350,000), and the Grand Avenue Ry. Co.'s bonds ($1,200,000).

The company guarantees 6 p. c. int. on $600,000, of the first mortgage bonds (stamped "preferred") of the Kansas City Elevated Ry. Co., and upon the remainder (stamped "common") 3 p. c. per annum until July, 1895, and 4 p. c. thereafter, and also guarantees the principal and interest of $2,000,000 of Central Elec. Ry. Co.'s bonds.

Plant and Equipment.—Miles of track (electric), 142, (cable) 20; gauge, 4 ft. 8½ in.; 56 lb. to 103 lb. c. b. and girder rail; 766 cars, of which 329 are motor cars, 133 are grip cars, 80 combination cable cars and 224 trail cars; 12,000 H. P. engines, Babcock & Wilcox boilers, A. & S., Hamilton & Wright and Allis engines, Gen. Elec. and Walker dynamos and Gen. Elec. motors, Laclede, Pullman, St. Louis and Stephenson cars, Bemis and St. Louis trucks.

Officers.—Pres. W. H. Holmes, V. Pres. L. E. James, Sec. & Treas. W. E. Kirkpatrick, Gen. Man. C. F. Holmes, Gen. Supt. W. A. Satterlee, Pur. Agt. H. C. Schwitzgebel, Ch. Engr. of Power Station D. W. Dozier, Elecn. Chas. Grover.

Directors.—C. F. Morse, Wallace Pratt, C. F. Adams, P. A. Valentine, W. H. Holmes, L. E. James, Norman B. Ream, C. F. Holmes, C. W. Armour.

General Office, 1500 Grand Ave., Kansas City, Mo.

References.—Description of road, Vol. VI, Mar., '90, p. 112 (ill.); conditions of consolidation, Vol. XI, May, '95, p. 322; description of road (brief), Vol. XII, Oct., '96, p. 607; description of track, Vol. XIII, Mar., '97, p. 169 (ill.); pleasure park, Vol. XIII, May, '97, p. 289, (ill.); operating detail, Vol. XIII, Aug., '97, p. 492 (ill.); description of road, Vol. XIV, Feb., '98, p. 67 (ill.); strike, Vol. XVI, May, 19, '00, p. 501; description of situation in the two Kansas Cities, Vol. XVI, Oct., '00, p. 744 (16 p. ill. map); cost of station operation, Vol. XVI, Oct., '00, p. 993 (tables); American St. Ry. Association convention proceedings, Vol. XVI, Nov. 3, '00, p. 1051.

Date of information, Feb., 1901. z

For map of road see page 131.

Central Electric Railway Co.—This company is the consolidation of the Brooklyn Ave. Ry. Co. with the North East Electric Ry. Co. The property is now controlled and operated by the Metropolitan St. Ry. Co., which guarantees the principal and interest of the bonds and owns the capital stock.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Date of information, Feb., 1901. x

Kansas City—Leavenworth Railway Co.—This company was incorporated in 1899, and is the successor to the Leavenworth & Lansing Ry. Co. and the Kensington Ry. In June, 1899, this company acquired a controlling interest in the capital stock of the Leavenworth Electric R. R. Co., of Leavenworth, Kan., but no consolidation is reported. Construction work on extension of road bed over private rights of way was commenced in Apr., 1899, and cars were placed in operation by Jan. 16, 1900, though road is not yet fully completed. Power plant and car barns are located at Wolcott, Kan.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt, authorized, $600,000, issued, none to date.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 60 lb. T rail, 20 motor cars, 1,200 H. P. Hamilton-Corliss engines.

Officers.—Pres. D. H. Kimberly, V. Pres. C. H. Ellison, Sec. H. W. Wolcott, Treas. C. O. Evarts, Ch. Engr. Z. T. Herndon.

Directors.—D. H. Kimberly, C. H. Ellison, W. H. Gabriel, Chas. O. Evarts, Herbert W. Wolcott, Henry E. Gabriel, W. E. Winner.

General Office, Wolcott, Kan.

Reference.—Description of road, Vol. XVI, p. 759 (ill.).

Date of information, Jan., 1901. z

East Side Electric Railway Co.—Chartered June, 1897, for 25 years. Municipal franchise granted Dec. 6, 1897, for 25 years. Commenced operation Nov. 7, 1899.

Capital Stock, $250,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 82 lb. Johnson c. b. rail; 12 motor cars; 600 H. P. station plant; A. & S. and St. Louis Corliss engines; S. & H. and Gen. Elec. dynamos, West motors, St. Louis cars and trucks.

Officers.—Pres. J. J. Hein, V. Pres. M. G. Hein, Sec. & Treas. Ferdinand Hein, Gen. Man. & Supt. W. O. Hands, Ch. Engr. W. J. Morgan, Elecn. H. Turner.

General Office, Nicholson & North Montgall Aves., Kansas City, Mo.

Reference.—Description of road and park, Vol. XVI, Oct., '00, p. 757 (ill.).

Date of information, Feb., 1901. z

The Kansas City, Lawrence & Topeka Railway Co.—This company was incorporated under the laws of Kansas in Sept., 1899, and has purchased the Lawrence & Emporia Ry., the Kansas City, Bonner Springs & Topeka Ry., the Lawrence Street Ry. and the East Side Circle Ry. The combined system, with extensions now being constructed, will be about 68 miles, and it is expected to enter Kansas City by traffic agreement over the lines of the Metropolitan St. Ry. Co. In Feb., 1901, about one half of the road had beeen graded and track laying commenced.

Capital Stock, authorized, $2,000,000, paid in, $400,000; par value, $100 per share.

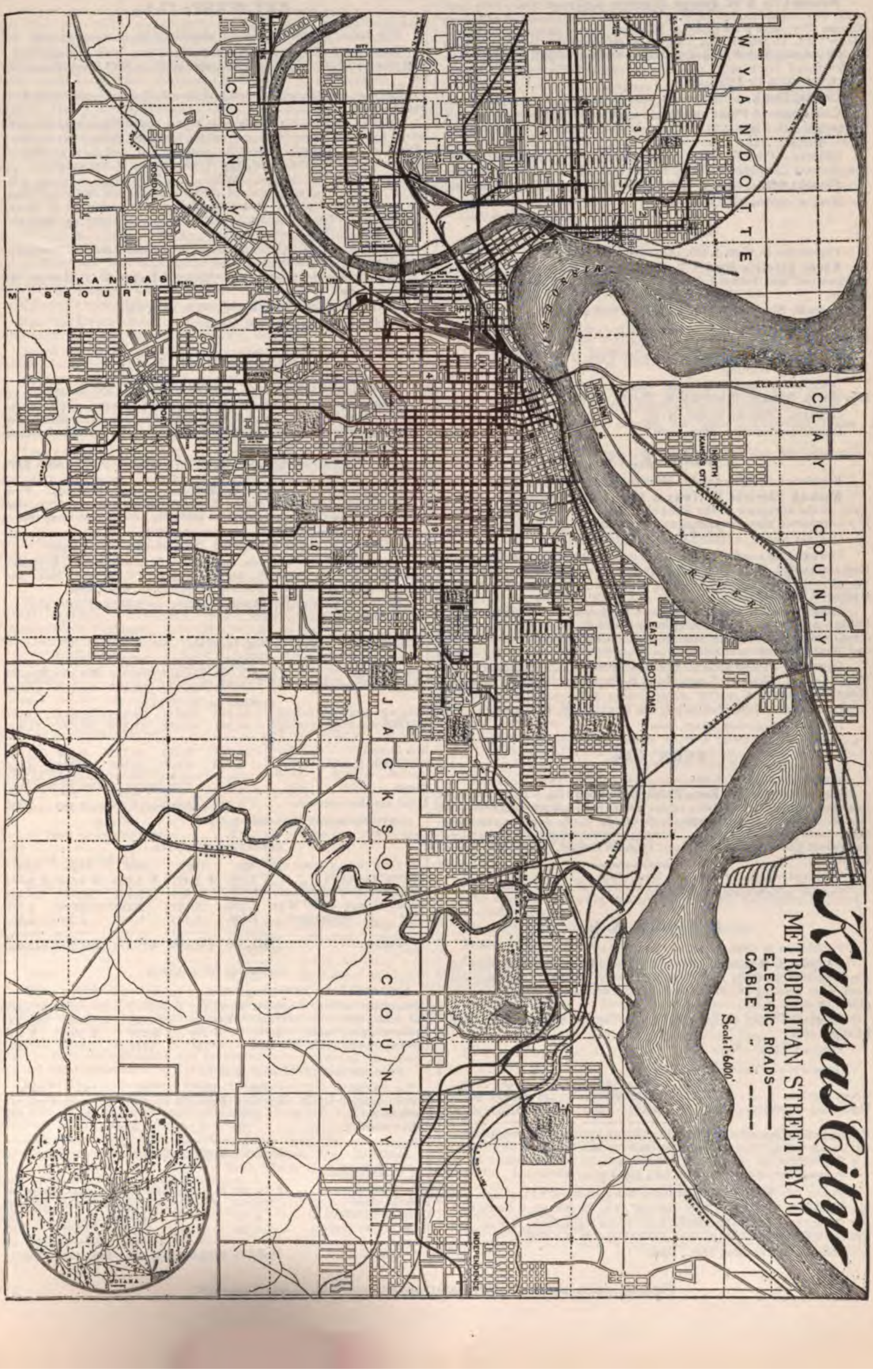
Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $100,000; dated Oct. 2, 1899, due 1949; denom. $1,000; int payable Apr. and Oct. at office of Colonial Trust Co., of New York, trustee of mortgage.

Officers.—Pres. Henry G. Pert, V. Pres. C. C. Baker, Sec. W. C. Endsley, Treas. W. A. Bunker.

Directors.—H. G. Pert, C. C. Baker, C. H. Chapin, W. A. Bunker, J. D. Bowersock, W. C. Endsley, J. W. McDaniel, J. W. Hirst.

General Office, Kansas City, Kan.

Date of information, Feb., 1901. z


Kansas City
METROPOLITAN STREET RY CO
ELECTRIC ROADS ——
CABLE " " – – –
Scale 1"=6000'
WYANDOTTE COUNTY
KANSAS
MISSOURI
CLAY COUNTY
JACKSON COUNTY
EAST BOTTOMS
NORTH KANSAS CITY
HARLEM
MISSOURI RIVER
ARGENTINE
ROSEDALE
WESTPORT
INDEPENDENCE

Kansas City & St. Joseph Electric Railroad Co.—This company was organized in 1900, to construct an electric railway from Kansas City, with a terminal at Harlem, North, through Parkville, Platte City, Dearborn and Faucett to St. Joseph, 47 miles, doing both a passenger and freight business. Private rights of way have been secured for a large part of the road and it is expected to commence operation by July, 1901.

Capital Stock, authorized $1,500,000; par value, $100 per share.

Contemplated Plant and Equipment.—Miles of track (electric), 50, gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb Girder rail; 8 motor cars, West. motors.

Officers.—Pres. P. A. Gibson, Erie, Pa., V. Pres. Charles E. Gibson, Kansas City, Sec. & Treas. Robert P. McGeehan, Parkville, Mo.

General Office, New York Life Ins., Building, Kansas City, Mo.

Date of information, Jan., 1901. x

KEENE, N. H.

Population in 1890, 7,446, in 1900, 9,165.

Keene Electric Street Railway Co.—This company has been reorganized and secured rights of way for an extension to South Keene.

Capital Stock, $80,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold coupon bonds, authorized, $60,000.

Officers.—Pres. Daniel B. Cole, V. Pres. T. H. Whitcomb, Sec. & Treas. G. E. Whiting.

Directors.—Daniel B. Cole, Charles O. Whitney, G. E. Whiting, Jas. S. Bleakie, Frederick N. Tirrell, Thos. T. Robinson.

Generel Office, Keene, N. H.

Date of information, Mar., 1901. z

KEOKUK, IA.

Population in 1880, 12,117, in 1890, 14,101, in 1900, 14,641.

Keokuk Electric Railway & Power Co.—Organized July 24, 1900, as the successor to the Keokuk Electric Ry. Co. In Mar., 1897, it was reported that this company had suspended operations.

Capital Stock, authorized, $500,000, issued, $400,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July 1, 1900, due 1925; denom. $1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. to 56 lb. T rail; 15 cars, of which 11 are motor cars and 4 trail cars; Ball & Wood and Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors.

Officers.—Pres. John E. Craig, V. Pres. J. C. Hubinger, Sec. H. E. Ambler, Chicago, Treas. Edw. F. Brownell, Supt. W. Parsons, Elecn. A. Gregory.

Directors.—John E. Craig, J. B. Wallace, H. E. Ambler.

Date of information. Mar., 1901. z

KERN, CAL.

Population in 1900, 1,291.

The Bakersfield & Kern Electric Railway Co.—This company has placed an electric railway in operation between the Southern Pacific R. R. depot, at Kern, and the Santa Fe R. R. depot, at Bakersfield, about 3 miles in length. Power is furnished by the Power Development Co. from a water plant, 13 miles distant, in the Kern River Canon.

Officers.—Gen. Man. C. N. Beal, Supt. F. T. Whorff.

Date of information, Mar., 1901. x

KEYPORT, N. J.

Population in 1890, 3,411, in 1900, 3,413.

Keyport & Matawan Street Railroad Co—Chartered Mar. 26, 1891. Annual meeting first Tuesday in Mar. In Feb., 1901, negotiations were pending to change to electric traction and extend the road about 12 miles.

Capital Stock, authorized $50,000, issued $30,000; par value, $100 per share.

Funded Debt.—None.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.	1899.
Gross receipts	$6,571	$6,457	$6,934	$5,246	$5,423	$6,010
Operating expenses	1,327	1,481	1,699	5,242	6,196	6,385
Earnings from operation.	5,244	4,966	5,235	4	*.773	*375
Dividends paid	600	600	600			

*Deficit.

Dividends.—In 1893, 1894 and 1895, 2 p. c.

Plant and Equipment.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 38 lb. girder and side bearing rail; 24 horses, 6 horse cars.

Officers.—Pres. John Karr, Sec. Treas. Gen. Man. & Pur. Agt. Frank Bell, 120 Broadway, New York, Supt. W. C. Smith.

Date of information, Mar., 1901. b x

KEY WEST, FLA.

Population in 1880, 9,890, in 1890, 18,080, in 1900, 17,114.

Key West Electric Co.—Municipal franchise granted Nov., 1898, for 99 years. This company operates the Key West Street Car Co.

Capital Stock, authorized and issued, $300,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized $300,000, issued, $210,000; held in treasury, $90,000; dated Jan., 1899, due 1929; denom. $1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5; gauge 5 ft. 2½ in.; 60 lb. T rails; 15 cars, of which 7 are motor and 8 trail cars; 600 h. p. station plant; McIntosh & Seymour and Ball & Wood engines, Gen. Elec. & West dynamos, Gen. Elec. motors, Brill and St. Louis cars, Brill trucks.

Officers.—Pres. John P. Laflin, Sec. & Treas. Chas. A. Murphey, Gen. Man. O. C. G. Urban.

Directors.—John P. Laflin, Albert S. Laflin, S. G. Metcalf, W. W. Shaw, Chas. A. Murphey.

General Office, 15 Wall St., New York City.

Date of information, Feb., 1901. z

KINGSTON, N. Y.

Population in 1880, 18,344, in 1890, 21,261, in 1900, 24,535.

Kingston City Railroad Co.—Chartered June 5, 1879, for 99 years. Annual meeting second Wednesday in Oct. In 1900 control of the capital stock of this company was acquired by the Colonial City Traction Co.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt, authorized, $181,000, issued, $166,000. First mortgage 7 p. c. coupon bonds, $15,000; dated June 12, 1879, due 1909; denom. $500; int. payable Jan. and July, at office of company.

5 p. c. debenture bonds, $10,000; dated June 1, 1890, due 1900; denom. $500; int. payable June and Dec., at office of company.

Consolidated 5 p. c. bonds, authorized, $150,000, issued, $135,000; dated Mar. 1, 1893, due 1923; denom. $1,000; int. payable Mar. and Sept., at office of Farmers' Loan & Trust Co. of New York.

Bond and mortgage, $6,000, payable on demand; int., 5 p. c., payable quarterly.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$52,682	$55,412	$60,745	$67,540	$66,668
Operating expenses	31,366	35,600	38,412	42,527	42,699
Earnings from operation	21,316	19,811	22,333	25,013	23,969
Deductions from earnings	10,301	10,358	11,578	15,681	14,870
Net income	11,015	9,453	10,755	9,332	9,099
Dividends paid	9,000	9,000	9,000	9,000	9,000
Surplus	2,015	453	1,755	332	99
Total surplus account	6,546	6,999	8,754	7,337	7,436

Dividends.—In 1895-6-7-8-9, 6 p.c.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 3,163	$ 3,277	$ 3,229	$ 2,592	$ 2,684
Transportation expenses.	21,788	23,989	25,912	30,611	31,239
Maint. of way and b'ld'gs	1,579	3,592	3,459	4,614	4,112
" " equipment	4,836	4,743	5,812	4,710	4,664
Total	$31,366	$35,600	$38,412	$42,527	$42,699

STATISTICS OF TRAFFIC.

Year end. June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried.	1,029,631	1,073,435	1,188,675	1,350,806	1,333,355
Car miles run	187,650	197,032	220,125	225,125	225,000
Gross rec. p car mile	$.281	$.281	$.276	$.300	$.296
Op. exp. p car mile.	.167	.181	.175	.188	.189

Balance Sheet.—Dated June 30.

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road & equip.	$321,663	$328,454	$357,113	$374,860	$376,731
Cash assets	4,158	2,860	1,301	2,254	1,805
Other assets	767	5,357	2,493		
Total	$326,688	$336,671	$359,607	$377,114	$378,536
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	166,000	166,000	166,000	166,000	166,000
Current liabilities	4,142	13,672	34,853	53,777	55,100
Profit & loss (surp.)	6,546	6,999	8,754	7,337	7,436
Total	$326,688	$336,671	$359,607	$377,114	$378,536

PLANT AND EQUIPMENT.—Miles of track (electric), 4.21; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 26 motor cars; Payne engines, Gen. Elec. dynamos and motors; Pullman cars.

OFFICERS.—Pres. S. D. Coykendall, Sec. & Treas. Peter E. Schoonmaker, V. Pres., Gen. Man. & Pur. Agt. Geo. Coykendall, Audr. Oscar L. Eastman, Elecn. & Ch. Engr. T. C. Coykendall.

DIRECTORS.—S. D. Coykendall, Geo. Coykendall, Thos. C. Coykendall, Harry S. Coykendall, Peter E. Schoonmaker, Amos Van Etten, Edward Coykendall, Fredk. Coykendall.

GENERAL OFFICE, Rondout, N. Y.

REFERENCE.—Increase of stock, Vol. IX, Feb. '93, p. 128; Subway, Vol. XV, Dec., '99, p. 861 (ill.) maps.

Date of information, Dec., 1900. b

Colonial City Traction Co.—Chartered Jan. 9, 1896, as the successor to the Colonial City Electric Ry. Co., whose property was sold under foreclosure of mortgage on Dec. 12, 1895, to C. S. Davison of New York, representing the bondholders, for $70,000. Annual meeting in Jan. In 1900 this company acquired control of the capital stock of the Kingston City R. R. Co.

CAPITAL STOCK, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, $175,000, dated Apr. 24, 1899, due 1929.

Scond mortgage, 5 p. c. gold income bonds, authorized and issued, $75,000, dated Apr. 24, 1899, due 1949.

OPERATION.—The Colonial City Electric Ry. Co. reported earnings for the year ending Sept. 30, 1895, and for the period from July 1, 1895, to Jan. 18, 1896 (then in hands of receiver). The report for the period from Jan. 19, 1896, to June 30, 1896, and for the year ending June 30, 1897 and 1898, is made by the Colonial City Traction Co.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Gross receipts	$24,919	$26,750	$24,740	$27,300	$37,288
Operating expenses	35,644	34,072	34,319	30,386	29,819
Deficit from operation	10,725	7,322	9,579	3,086	7,469
Deduc. from earnings	501	582	1,050	1,739	5,635
Net deficit	11,226	7,904	10,629	4,825	*1,834
Total deficit				30,878	

*Surplus.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 5,178	$ 3,793	$ 5,798	$ 3,910	$ 2,503
Transportation expenses	22,168	22,692	22,363	21313	21,763
Maint. of way and buildings	2,222	2,347	2,364	2,465	2,114
" " equipment	6,076	5,240	3,794	2,698	3,439
Total	$35,644	$34,072	$34,319	$30,386	$29,819

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.
Revenue passengers carried	495,708	548,039	739,164
Transfer " "	113,402	68,666	
Car miles run	273,346	277,118	311,700
Total receipts per car mile	$.090	$.098	$.119
Operating expenses per car mile	.125	.109	.095

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$357,746	*$500,000	$510,243
Cash	88		
Profit and loss (deficit)	26,052		
Total	$383,886	$500,000	$510,243
LIABILITIES.			
Capital stock	$175,000	$250,000	$250,000
Funded debt	175,000	250,000	250,000
Current liabilities	33,886		10,243
Total	$383,886	$500,000	$510,243

*This road was purchased by a reorganization committee of the old bond and stockholders for $250,000 each of capital stock and bonds, which have been issued and delivered to committee, who, in addition, have supplied the necessary monies to supply deficiencies in operation and the cost of reconstruction and reequipment. On June 30, 1900, the committee was prevented from returning the road to bond and stockholders by a lawsuit now on trial before referee.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 14 motor cars; Ball & Wood engines, Gen. Elec. and West. dynamos and motors, St. Louis and Pullman cars, Diamond and Peckham trucks.

OFFICERS.—Pres. Chas. M. Preston, V. Pres. George Hutton, Sec. Treas. & Supt. Abraham Hasbrouck, Man. Wm. B. Taylor, Pur. Agt. & Ch. Engr. C. Gordon Reel, Elecn. C. J. McNelis, Ch. Engr. of Power Station Francis Gaffney.

DIRECTORS.—Chas. M. Preston, Augustus Phillips, Gilbert D. B. Hasbrouck, Geo. Hutton, Abraham Hasbrouck, A. S. Newcomb, Luke Noone, August Belmont.

GENERAL OFFICE, Rondout, N. Y.

Date of information, Dec., 1900. b

KINGSTON, ONT.

Population in 1891, 19,264.

Kingston, Portsmouth & Cataraqui Electric Railway Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1914; int. payable Jan. and July at office of the company.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 55 lb. and 65 lb. T rail; 18 motor cars; Inglis engines, Can. Gen. Elec. dynamos and motors, various cars.

OFFICERS.—Pres. Ira A. Breck, V. Pres. & Man. B. W. Folger, Sec. & Treas. I. Bawden, Supt. Hugh Nickle, Elecn. James Halliday.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 39 (ill.).

Date of information, Feb., 1901. z

KITTANNING, PA.

Population in 1900, Kittanning, 5,200, Ford City, 3,800.

Kittanning & Ford City Street Railway Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $27,500; dated Dec. 1, 1898, due 1928; denom. $500; int. payable June and Dec., at office of Pittsburg Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft; 8½ in.; 4 motor cars; power rented while building power house.

OFFICERS.—Pres. F. A. Moesta, Sec. John T. Crawford, Treas. Jas. McCullough, Jr.

DIRECTORS.—F. A. Moesta, John T. Crawford, Jas. McCullough, Jr., John F. Heilman, Jas. A. Gault.

GENERAL OFFICE, 153 Jefferson St., Kittanning, Pa.

Date of information Jan., 1901. z

KNOXVILLE, TENN.

Population in 1880, 9,693, in 1890, 22,535, in 1900, 32,637.

Knoxville Traction Co.—Chartered Mar. 30. 1898, as a consolidation of the Knoxville Street R. R. Co., Union Ry. Co., Citizens' Street Ry. Co., and West End Street R. R., all of whose bonds and stock have been surrendered and cancelled. All of the electric lighting and power plants of Knoxville have been consolidated and are now owned by this company, which has placed their stocks and bonds as security for its own mortgage bonds.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT—First mortgage 5 p. c. gold bonds, authorized and issued, $850,000, due, 1938; denom. $1,000; int. payable Apr. and Oct. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 56 cars, of which 38 are motor cars and 18 trail cars; Gen. Elec. dynamos and motors; Brill, Pullman and Newcastle cars.

OFFICERS.—Pres. Frank S. Hambleton (Baltimore, Md.); V. Pres. & Gen. Man. C. C. Howell, Sec. C. H. Harvey, Treas. W. S. Shields, Supt. R. K. Howard.

GENERAL OFFICE, 806 Gay St., Knoxville, Tenn.

Date of information, Feb., 1901. z

Fountain Head Railroad Co.—Chartered May, 1889. This company operates by steam dummy doing a local passenger business almost exclusively.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars, of which 7 are passenger cars and 4 freight cars, 3 dummies; Baldwin engines, Brill cars.

OFFICERS.—Pres. G. Borgfeldt, V. Pres. Curtis Cullen, Sec. James Dunne, Treas. J. Kahle, Gen. Man. & Pur. Agt. R. M. Doll, Jr.

GENERAL OFFICE, 703 Broadway, Knoxville, Tenn.

Date of information, Jan., 1901. z

KOKOMO, IND.

Population in 1880, 4,042, in 1890, 8,260, in 1890, 10,609.

Kokomo Street Railway Light & Power Co.—This company owned the Kokomo City Street Railway Co., and having purchased at receiver's sale on Nov. 12, 1898, all property of the Citizens' Light & Power Co., has made extensions and additions to power plant and equipment. It also has a 10 year contract for lighting the city from 1898.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $80,000; dated Nov. 1, 1892, due 1912; int. payable Mar. and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 to 60 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; new 1000 H. P. Cross compound engine, 3 new boilers, 250 H. P. each, in addition to Dick & Church engines, 2 Detroit dynamos, 150 K. W. each and motors, St. Louis and Brownell cars.

OFFICERS.—Pres. F. Woodruff, Detroit, Mich.; V. Pres. L. J. Kirkpatrick, Sec. & Treas. W. P. Stevens, Gen. Man. T. C. McReynolds, Asst. Supt. & Elecn. M. L. Harry, Con. Engrs. Gilbert Wilkes & Co., Detroit, Mich.; Ch. Engr. of Power Station H. Martzolf.

GENERAL OFFICE, 22 E. Sycamore St., Kokomo, Ind. President's office, 904 Hammond Building, Detroit, Mich.

Date of information, Feb., 1901. z

LACONIA, N. H.

Population in 1880, 3,740, in 1890, 6,143, in 1900, 8,042.

Laconia Street Railway.—Chartered in 1881. Annual meeting in Jan. This company was reorganized Aug., 1898, and the road has been changed to electric power with additional buildings, extensions and equipment.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends payable annuallyin Feb.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $91,000, not yet issued; dated 1899, due 1919; int. payable May and Nov.

OPERATION.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Receipts from pass......	$11,364	$ 9,891	$ 8,539	$ 8,085	$13,063
" other sources...	1,118	1,143	941	1,039	895
" total...........	12,482	11,034	9,480	9,124	13,958
Operating expenses......	9,765	9,243	7,590	8,440	11,437
Earnings from operation.	2,717	1,791	1,890	684	2,521
Deductions from earnings.					
Int. on floating debt.	855	480	487	480	1,102
Taxes..............		525	510	570	1,026
Net income..............	1,862	785	893	*306	393
To surplus account......	1,862	785	893		
Total surplus account....	7,145	5,410	6,153	4,743	†1,718

DIVIDENDS.—In 1893, 5 p. c.; in 1894, 4 p. c.

*Deficit.

†After charging off $3,418 on account of depreciation of equipment.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Passengers carried....................................	278,175
Car miles run..	99,500

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Cost of road...........	$29,250	$29,718	$29,698	$29,698	$106,157
" equipment......	34,611	32,903	33,522	15,704	33,998
Other permanent invest.				17,827	52,191
Cash assets............	2,783	1,288	933	745	4,173
Materials and supplies..					1,157
Total..............	$66,644	$63,909	$64,153	$63,974	$197,676
LIABILITIES.					
Capital stock..........	$50,000	$50,000	$50,000	$50,000	$100,000
Bills payable...........	9,500	8,500	8,000	8,000	95,958
Other liabilities.........				1,231	
Profit and loss (surplus).	7,144	5,409	6,153	4,743	1,718
Total..............	$66,644	$63,909	$64,153	$63,974	$197,676

PLANT AND EQUIPMENT.—Miles of track (electric), 8.87; gauge, 3 ft.; 40 lb. T rail; 17 cars, of which 9 are motor cars and 7 trail cars; 550 H. P. station plant.

OFFICERS.—Pres. H. L. Pierce (Leominster, Mass.), Sec. & Asst. Treas. Edmund Little (Laconia, N. H.), Treas. C. T. Foster (Leominster, Mass.), Supt. L. S. Pierce (Laconia, N. H.).

DIRECTORS.—A. G. Folsom, C. F. Stone, S. B. Smith, Edmund Little, Laconia, N. H.; Chas. T. Foster, Leominster, Mass.; Geo. H. Cooke, Athol, Mass.

GENERAL OFFICE, Laconia, N. H.

Date of information, Feb., 1900. b z

LA CROSSE, WIS.

Population in 1880, 14,505, 1890, 25,090, in 1900, 28,895.

La Crosse City Railway Co.—Chartered Nov. 17, 1885.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $175,000; issued, $132,000; denom. $1,000; int. payable Jan. and July, at office of Northern Trust Co., Chicago, Ill., trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1899.

Receipts from passengers..................................	$57,585
" " other sources..............................	2,244
" total..	59,829
Operating expenses including fixed charges.................	31,894
Net income..	17,935
Dividends paid..	14,000
To surplus account..	3,935

PLANT AND EQUIPMENT.—Miles of track (electric), 13.95; gauge, 4 ft. 8½ in.; 40 lb. to 66 lb. girder and T rail; 31 cars, of which 14 are motor cars and 17 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. B. E. Edwards. V. Pres. W. W. Cargill, Sec. H. E. West, Treas. R. C. Whelpley, Supt. & Pur. Agt. Peter Valier, Ch. Engr. of Power Station S. J. Prentiss, Elecn. J. Johnson.

DIRECTORS.—B. E. Edwards, W. W. Cargill, Henry Gund.

GENERAL OFFICE, 3d and La Crosse Sts.

REFERENCE.—Description of road, Vol. IX, Aug., '93, p. 568 (Ill.).

Date of information, Feb., 1900. z

La Crosse & Onalaska Street Railway Co.

CAPITAL STOCK, $38,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT—Miles of track (electric), 3.1; gauge 4 ft. 8½ in.; 1 motor and 3 trail cars.

OFFICERS.—Pres. Earl Pooler, V. Pres. S. Y. Hyde, Sec. W. W. Schall, Treas. F. E. Nichols, Supt. Peter Valier.

Date of information, Feb., 1901. z

LAFAYETTE, IND.

Population in 1880, 14,860; in 1890, 16,243; in 1900, 18,116.

Lafayette Street Railway Co.—This company has extended its lines to the State Soldiers' Home, and to Tecumseh Trail, a pleasure resort owned by the company.

CAPITAL STOCK.—Common stock, issued, $260,050; par value, $50 per share.

Preferred stock, issued, $38,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, $225,000; Real Estate Trust Co., of Philadelphia, trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 26 motor cars and 2 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Warren G. Griffith, Sec. & Treas. J. T. Henderson, Supt. Pur. Agt. Ch. Engr. & Elecn. E. B. Gunn, Ch. Engr. of Power Station A. Allbum.

GENERAL OFFICE, Lafayette, Ind.

Date of information, Jan., 1901. z

LAKE CHARLES, LA.

Population in 1880, 838, in 1890, 3,442, in 1900, 6,680.

Lake Charles Street Railway Co.—Chartered, and an exclusive municipal franchise granted in 1890 for 50 years. Annual meeting, Aug. 1.

CAPITAL STOCK, authorized, $50,000, issued, $11,500.

FUNDED DEBT.—None.

DIVIDENDS.—The company has paid in dividends since 1890 a total of 45 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 5, of road, 5; gauge, 4 ft. 8½ in.; 22 lb. T rail, 15 horses, 10 horse cars. It is proposed to use gasoline motors for power during 1899.

OFFICERS.—Pres. J. A. Bel, V. Pres. D. Reims, Sec. L. Kaufman, Treas. A. Meyer, Gen. Man. P. Crowley.

DIRECTORS.—J. A. Bel, D. Reims, L. Kaufman, A. Meyer, P. Crowley.

GENERAL OFFICE, cor. Ryan and Division Sts., Lake Charles, La.

Date of information, Feb., 1901. z

LANCASTER, O.

Population in 1880, 6,803, in 1890, 7,555, in 1900, 8,991.

Lancaster Traction Co.—This is a reorganization of the Lancaster Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.52; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 7 motor cars.

OFFICERS.—Pres. W. F. Douthirt, V. Pres. Andrew Bauman, Sec. & Treas. H. R. Beeson, Supt. & Engr. of Power Station, F. E. Ginn, Ch. Engr. M. S. Hopkins.

GENERAL OFFICE, Lancaster, O.

Date of information, Jan., 1901. d

LANCASTER, PA.

Population in 1880, 25,769; in 1890, 32,011; in 1900, 41,459.

Conestoga Traction Co.—Chartered Dec. 12, 1899. The company is the successor, by purchase Nov. 14, 1899, to the Pennsylvania Traction Co. which was chartered in 1893. Annual meeting first Monday in May. This company controls and operates under lease the properties of the following street railway companies:

- The Lancaster City Street Ry. Co.
- The West End Street Ry. Co.
- The Lancaster & Columbia Ry. Co.
- The Columbia & Ironville Passenger Street Ry. Co.
- The Columbia & Donegal Ry. Co.
- Lancaster, Mechanicsburg & New Holland Ry. Co.
- Lancaster & Lititz Electric Ry. Co.

Capital Stock, common, authorized, $4,000,000, issued, $3,200,000, preferred, authorized, $800,000, issued, $710,000; par value, $50 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,028,000; dated Jan. 1, 1900, due, 1950; coupon, but may be registered; denom., $100, $500 and $1,000; int. payable Jan. and July, at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Assumed indebtedness.

West End Street Ry. Co.	$225,000
Lancaster City Street Ry. Co.	160,000
Lancaster & Columbia Ry. Co.	225,000

Operation.—The figures given are those of the Pennsylvania Traction Co. for years ending.

	June 30, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Receipts from pass.	$198,304	$	$192,653	$202,336	$234,436
" other sources			1,514	3,580	7,147
" total	198,304	198,770	194,167	205,916	241,583
Operating expenses	134,954	189,046	129,453	153,211	159,418
Earnings from oper.	63,350	9,724	64,714	52,705	82,165
Deductions from earnings.					
Interest			110,525	100,525	133,133
Taxes			20,609	4,890	4,565
Rentals				42,350	27,013
Other deductions			6,297	5,000	2,329
*Deficit			72,717	100,060	$84,875

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1898.	1899.	1900.
Road and equip.	$11,941,150	$10,762,100	$10,762,100	$4,288,600
Stock of other Co.'s				698,400
Franchises				826,000
Supplies, etc.	3,000	3,000	3,000	4,708
Cash	14,368	5,974	6,343	3,807
Open accounts				559
Profit and loss (deficit)		231,996	331,731	3,753
Total	$11,958,518	$11,003,070	$11,103,174	$5,825,827
LIABILITIES.				
Capital stock	$ 9,900,000	$ 8,751,600	$ 8,751,600	$4.000,000
Funded debt	1,561,200	2,010,500	2,010,500	1,800,000
Floating debt	497,318	113,070	113,070	13,000
Sundries		5,500	5,500	2,517
Accrued interest		122,400	222,504	10,310
Total	$11,958,518	$11,003,070	$11,103,174	$5,825,827

Note.—No balance sheets for the years ending June 30, 1896 and 1897, were given out.

Plant and Equipment.—Miles of track operated (electric), 85; gauge, 5 ft. 2½ in.; 66 lb. and 96 lb. girder and T rail; 67 motor cars; Ball & Wood, Ailes-Corliss and Reynolds engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. W. B. Given, V. Pres. J. Roberts Foulke, Sec. & Treas. O. M. Hoffman, Gen. Man. & Pur. Agt. Frank S. Given, Supt. F. E. Ginn, Elecn. J. H. Cramer, Ch. Engr. of power station Geo. Wein.

Directors.—Wm. B. Given, Samuel R. Shipley, Eugene G. Smith, J. Roberts Foulke, W. B. Kurtz, John D. Skiles, J. W. B. Bowsman.

References.—Annual report, '94, Vol. XI, Feb., '95, p. 124. LANCASTER STREET PASSENGER RY.—Annual report, '92, Vol. IX, Feb., '93, p. 129. COLUMBIA & DONEGAL RY. CO.—Description of road, Vol. X, Apr., '94, p. 223 (ill.).

General Office, 150 N. Duke St. Gen. Man.'s office, 534 N. Queen St., Lancaster, Pa.

Date of information, Feb., 1901. z

Lancaster, Mechanicsburg and New Holland Railway Co.—Incorporated in 1899. The road extends from Lancaster to New Holland and Ephrata, 22 miles, placed in full operation Feb. 1, 1901, and is controlled and operated by the Conestoga Traction Co.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—None.

Officers, etc.—Same as Conestoga Traction Co.

Date of information, Feb, 1901. z

LANGHORNE, PA.

Population along the route, in 1900, 12,000.

The Newtown, Langhorne & Bristol Trolley Street Railway Co.—Chartered Mar. 28, 1895. The company commenced operation on Apr. 15, 1896, has since then extended its line to Bristol, and secured franchises to Trenton, N. J. This road is now leased to and operated by the Newtown Electric Ry. Co., of Newtown, Pa.

Capital Stock, authorized and issued, $118,000.

Funded Debt, outstanding, $200,000.

Plant and Equipment.—Miles of track (electric), 8.75; 7 motor cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Thomas P. Chambers, Sec. Thomas J. Janney, Treas. A. Chambers.

Directors.—H. W. Watson, H. H. Gillam, Thomas P. Chambers, Thomas J. Janney, E. W. Magill, A. Chambers, J. B. Chambers.

Date of information, Feb., 1901. b

LANSFORD, PA.

Population in 1890, 4,000, in 1900, 4,888.

Tamaqua & Lansford Street Railway Co.—Chartered Nov. 2, 1898.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $193,000.

OPERATION.—Year ending June 30,

	1899.	1900.
Gross receipts	$37,672	$43,899
Operating expenses	20,499	22,717
Earnings from operations	17,173	21,172
Deductions from earnings.		
Taxes	531	598
Interest	9,353	9,650
Other deductions	5,000	5,200
Net income	2,289	5,724
Dividends paid	2,500	5,000
From surplus account	*211	724

*Deficit.

BALANCE SHEET.—Dated June 30,	1898.	1899.	1900.
ASSETS.			
Cost of road	$231,485	$245,448	$243,109
" equipment	48,671	53,381	58,874
Cash	6,196	5,635	5,554
Total	$286,352	$304,464	$307,537
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	175,000	193,000	193,000
Accounts payable	6,772	6,221	9,249
Sundries	1,554	2,427	1,749
Profit and loss (surplus)	3,026	2,816	3,539
Total	$286,352	$304,464	$307,537

PLANT AND EQUIPMENT.—Miles of track (electric), 10.92; gauge, 4 ft. 8½ in.; 20 cars, of which 14 are motor cars and 6 trail cars.

OFFICERS.—Pres. Lewis A. Riley, V. Pres. C. F. Howell, Sec. & Treas. James McCready, Supt. W. D. Zehner, Asst. Supt. W. G. Whildin, Pur Agt. J. E. Lauer.

DIRECTORS.—L. A. Riley, Jas. McCready, W. D. Zehner, Daniel Shepp, F. P. Spiese.

GENERAL OFFICE, Lansford, Pa.

Date of information, Jan., 1901. b

LANSING, MICH.

Population in 1880, 8,319, in 1890, 13,102, in 1900, 16,485.

Lansing City Electric Railway Co.—This is the successor to the Lansing City Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated Jan., 1896; denom. $100; int., payable at office of Continental Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 cars, of which 13 are motor cars and 2 trail cars; West. dynamos and motors, Laclede and St. Louis cars, Brill and Fulton trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Jas. J. Baird, Sec. & Treas. Lawrence Barrett, Supt. Geo. S. Strong, Elecn. E. Slaughter.

DIRECTORS.—Lawrence Barrett, Jas. J. Baird.

GENERAL OFFICE, 202 Michigan Avenue, East Lansing, Mich.

Date of information, Feb., 1899. z

Lansing, St. Johns & St. Louis Railway Co.—This company was organized to build an electric railway from Lansing through St. Johns and Maple Rapids to St. Louis, a distance of 53 miles. It is reported that contracts for construction were signed in June, 1900.

OFFICERS.—Pres. Frederick Thoman, V. Pres. Isaac Hewitt, Sec. F. L. Dodge, Treas. Jacob Stahl.

DIRECTORS.—Frederick Thoman, F.L. Dodge, Isaac Hewitt, Jacob Stahl, Lansing; A. B. Darraugh, Stiles B. Kennedy, St. Louis; Geo. E. Fisher, Detroit.

GENERAL OFFICE, Lansing, Mich.

Date of information, Feb., 1901. x

Lansing, Dexter & Ann Arbor Railway Co.—This company was organized to build an electric railway from Lansing, through Holt, Mason, Dansville, Pinckney and Dexter to Ann Arbor, 61 miles, where, it is reported, it is to connect with the Detroit, Ypsilanti & Ann Arbor Ry. Co., forming a through line from Lansing to Detroit. In Dec., 1900, no bonds had been issued and no construction work done.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT.—Authorized, $1,175,000.

OFFICERS.—Pres. C. A. Mapes, V. Pres. R. J. Shank, Sec. C. P. Black, Treas. Thos. Birkett.

GENERAL OFFICE, Lansing, Mich.

Date of information, Feb., 1901. x

LARCHMONT, N. Y.

The Larchmont Horse Railway Co.—Chartered Feb. 7, 1884. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$6,806	$5,489	$6,020	$5,524	$5,369
Operating expenses	5,041	5,144	5,187	5,600	5,792
Earnings from operation	1,765	345	833	*76	*423
Deduction from earnings	250	148	169	203	181
Net income	1,515	198	664	*279	*604
Dividends paid		500	500	500	
Surplus		*302	164	*779	*604
Total surplus account	1,355	1,053	2,633	1,853	1,249

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	107,117	98,069	103,799	103,396	102,505
Car miles run	18,300	15,000	15,000	15,000	15,000
Total receipts per car mile		$.366	$.401	$.368	$.358
Op. expenses per car mile		.343	.346	.373	.386

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$20,000	$20,000	$20,000	$20,000	$20,000
" equipment	5,875	5,875	5,875	5,969	5,969
Cash assets	1,356	1,053	1,218	564	94
Supplies on hand	491	527	540	320	320
Total	$27,722	$27,455	$27,633	$26,853	$26,383
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$25,000	$25,000
Open accounts	1,366				
Other liabilities		1,402	1,415		134
Profit and loss (surplus)	1,356	1,053	1,218	1,853	1,249
Total	$27.722	$27,455	$27,633	$26,853	$26,383

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 38 lb. girder rail; 12 horses, 4 cars; Stephenson cars.

OFFICERS.—Pres. Chas. A. Singer, Sec. & Treas. David J. Pearsall, Mauch Chunk, Pa.; Supt. E. F. Campbell.

DIRECTORS.—Chas. A. Singer, Wm. Muny, Geo. J. Muny, Jno. Neilson, Frank A. Moore, Louis S. Knevals, Larchmont, N. Y.; D. J. Pearsall, Mauch Chunk, Pa.

GENERAL OFFICE, Larchmont, Westchester Co., N. Y.

Date of information, Feb., 1901. z

LAREDO, TEX.

Population in 1880, 3,521, in 1890, 11,313, in 1900, 13,429.

Laredo Electric & Railway Co.—Chartered Sept., 1892, for 25 years. Annual meeting first Monday in Mar. This company leases and operates the property of the International Bridge & Tramway Co.

CAPITAL STOCK, authorized and issued $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.88; gauge, 4 ft.; 25 lb. steel T rail; 6 motor cars; 480 H. P. station plant; Armington & Sims engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. B. M. Hammond, V. Pres. & Treas. Carl F. Drake, Sec. Gen. Man. Supt. & Pur. Agt. C. F. Yaeger, Ch. Engr. G. D. Hartson.

DIRECTORS.—B. M. Hammond, C. E. Drake, E. S. Harris, C. F. Yaeger.

GENERAL OFFICE, Convent and Farragut Sts.

Date of information, Dec., 1900. d

LA SALLE, ILL.

Population in 1880, 7,847, in 1890, 9,855, in 1900, 10,446.

City Electric Railway Co—Charter renewed in Dec., 1899, for 20 years, this company also operates a road in Peru, Ill. The properties were placed in the hands of a receiver on Nov. 11, 1896. In Feb., 1901, the entire indebtedness being held by one interest the receiver was soon to be discharged.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,	1899.	1900.
Gross receipts	$16,604	$19,019
Total expenses	12,446	13,225
Net income	4,158	5,764

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 7 closed and 4 open motor cars and 3 trail cars; 250 H. P. engines, 160 H. P. dynamos, West. motors, St. Louis cars, McGuire trucks.

OFFICERS.—Receiver & Supt. Jarvis R. Burrows (Ottawa, Ill.); Pres. & Sec. L. W. Merrifield, Treas. W. C. Riale, Gen. Man. J. R. Burrows, Elecn. David Knapp.

DIRECTORS.—I. M. Merrifield, L. W. Merrifield, W. C. Riale, P. C. Weaver, W. P. Parker.

GENERAL OFFICE, La Salle, Ill.

POWER STATION.—Peru, Ill.

Date of information, Jan., 1901. z

LAWRENCE, MASS.

Population in 1880, 39,151, in 1890, 44,654, in 1900, 62,559.

Lowell, Lawrence & Haverhill Street Railway Co.—Chartered Apr. 29, 1892. Amended Mar. 15, 1893. Annual meeting third Tuesday in Oct. The company's lines connect Lowell, Lawrence, Haverhill and Newburyport. During 1898 the company purchased the People's St. Ry. Co., thus completing a through line from Lowell to Newburyport. In Nov., 1900, the Lowell & Suburban St. Ry. Co. with the Nashua St. Ry. Co. (Nashua, N. H.) was consolidated with this company. The capital stock of all the companies being controlled by the Massachusetts Electric Companies.

Capital Stock, authorized, $1,900,000, issued, $1,520,000, subscribed for, $400,000, on which 5 p. c. has been paid in; par value, $100 per share.

Funded Debt.—Total $1,444,000, as follows: First mortgage 5 p. c. bonds, authorized, $1,900,000, issued and outstanding, $1,030,000, retired (see Note), $35,000, in escrow (see Note), $350,000, in treasury, $485,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Merrimack Valley Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $350,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct., at office of the International Trust Co., of Boston, trustee of mortgage.

Peoples' Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $64,000; dated Jan. 1, 1898, due 1928; int. payable Jan. and July at office of State Street Trust Co., of Boston, trustee of mortgage.

Note.—$350,000 of the first mortgage 5 p. c. bonds are held in escrow to retire at maturity the first mortgage bonds of the Merrimack Valley Street Ry. Co.

The first mortgage bonds may be called for payment at 105 and interest, or may be purchased in open market at a lower price. The mortgage deed provides that the company shall retire by purchase or call, ½ p. c. of its outstanding bonds during each of the years ending May 31, 1894 to 1898 inclusive; 1 p. c. in 1899 to 1903; 1½ p. c. in 1904 to 1908; 2 p. c. in 1909 to 1913; 2½ p. c. in 1914 to 1918, and 3 p. c. in 1919 to 1923, $24,000 having already been retired

The unissued first mortgage bonds now in the treasury may be issued and sold for cash, the proceeds to be used to increase the property of the company.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898	1899.	1900.
Receipts from pass.....	$403,279	$423,461	$452,444	$501,797	$541,414
" other sources..	3,372	3,196	3,101	8,423	13,929
" total..........	406,651	426,657	455,545	510,220	555,343
Operating expenses....	247,792	238,380	255,681	291,804	313,390
Earnings from oper'n..	176,599	188,277	199,864	218,416	241,953
Deductions from earn.					
Int. on bonds......	66,967	66,717	69,290	72,616	72,018
" " floating debt.	1,835	436	438	1,106	32
Taxes..............	18,071	17,775	16,412	29,798	27,883
Other deductions..	14,390	19,620	23,485	33,596	29,772
Net income............	75,337	83,728	90,239	81,300	112,248
Dividends paid.........		30,000	60,000	75,000	105,000
Surplus................		53,728	30,239	6,300	7,248
Total surplus account...	†78,344	†100,341	†100,777	107,077	133,974

*Deficit.

† $52,359 was written off various construction and plant accounts during the year 1896, $31,731 during the year 1897, and $29,803 during the year 1898.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses......	$ 55,540	$ 28,843	$ 27,750	$ 34,097	$ 50,875
Main. of way and bldgs.	24,408	27,477	36,435	38,645	29,815
Main. of equipment....	23,666	24,258	27,780	34,244	31,077
Transportation exps....	144,179	157,804	163,716	184,818	201,623
Total..............	$247,792	$238,380	$255,681	$291,804	$313,390

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Pass. carried...	8,205,411	8,466,555	8,981,702	10,074,912	11,016,717
Car miles run...	1,443,730	1,586,862	1,741,291	1,828,525	1,921,815
Total recpts. per car mile......	$.284	$.269	$.261	$.278	$.289
Operating exp. per car mile...	.172	.150	.141	.159	.163

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...	$1,580,360	$1,602,105	$1,734,843	$1,747,865	$1,729,982
" equip..	654,681	650,472	674,824	678,676	728,782
Other permanent invest..	670,186	667,786	667,786	672,808	687,716
Cash and current assets..	57,816	59,996	70,041	128,248	118,930
Bills and acts. receivable....	31,010	66,302	28,723		
Mat. & supplies.	15,448	12,674	12,866	16,730	14,965
Other assets...	1,749	2,091			
Total......	$3,011,250	$3,061,426	$3,189,083	$3,244,327	$3,280,375
LIABILITIES.					
Capital stock..	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
5 p.c. assess. on $400,000 inc.	20,000	20,000	20,000	20,000	20,000
Funded debt...	1,336,000	1,331,000	1,455,000	1,455,000	1,444,000
Accrued int....	16,433	25,100	26,900		
Bills and acts. payable......	44,979	46,678	31,528	73,833	78,127
Unpaid div'd'ds		15,000	15,000		60,000
Other liabilities	15,493	23,307	15,878	49,417	29,965
Sinking fund...			24,000	39,000	14,309
Profit and loss (surplus)....	78,344	100,341	100,777	107,077	133,974
Total......	$3,011,250	$3,061,426	$3,189,083	$3,244,327	$3,280,375

Plant and Equipment.—Miles of track (electric), 68.12; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 12 horses, 17 horse cars, 152 motor cars and 25 snow plows; 3,500 H. P. station plant; Green and McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Newburyport, Jones, Brill, Laconia and L. & F. cars, Bemis and Brill trucks.

Officers.—Pres. Alexander B. Bruce, V. Pres. P. F. Sullivan, Sec. W. A. Fisher, Treas. Joseph H. Goodspeed, Gen. Man. Elwin C. Foster, Supt. Franklin Woodman, Supt. Lawrence Division N. E. Morton, Supt. Haverhill Division Alex. McRae.

Directors.—A. B. Bruce, Philip L. Saltonstall, Patrick F. Sullivan, Jos. H. Goodspeed, Wm. A. Fisher.

General Offices, Howe Building, Merrimack Sq., Lowell, Mass.

References.—MERRIMACK VALLEY STREET RY.—Description of road, Vol. VIII, June, '92, p. 352 (ill.) LOWELL & DRACUT STREET RY.—Description of road, Vol. VI, Jan., '90, p. 40. LOWELL, LAWRENCE & HAVERHILL STREET RY. CO.—Description of road, Vol. XI, July, '95, p. 428 (ill.).

Date of information, Jan., 1901. z

Lawrence & Reading Street Railway Co.—This company was granted a State charter Apr. 2, 1900, and placed its road in operation in and between Reading, North Reading and Andover on Aug. 13, 1900.

Capital Stock, authorized and issued, $115,000; par value, $100 per share.

Balance Sheet.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road............	$142,440	Capital stock............	$115,000
" equipment......	25,145	Loans and accts. payable.	137,128
Other permanent invests.	78,800	Profit and loss (surplus)..	982
Cash and current assets..	3,578		
Other assets............	3,147		
Total..............	$253,110	Total..............	$253,110

Plant and Equipment.—Miles of track (electric), 10.9; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars; Gen. Elec. generators and motors.

Officers.—Pres. Charles F. Woodward, Sec. Frederick T. Ley, Treas. M. J. Warner, Supt. C. D. Shephard, Reading.

Directors.—Charles F. Woodward, Wakefield; Frederick T. Ley, Springfield; Arthur F. Upton, E. A. Carpenter, North Reading; M. J. Warner, 100 Broadway, N. Y. City; Charles M. Heminway, Philip H. Hampson, Brooklyn, N. Y.

General Office, Lawrence, Mass.

Date of information, Jan., 1901. b

Lawrence & Methuen Street Railway Co.—This company has been incorporated, but has not yet commenced construction of its proposed electric railway to connect Lawrence and Methuen.

Capital Stock, authorized, $70,000, paid in Sept. 30, 1900, $7,000.

Officers.—Sec. Alfred Sagar, Treas. James A. Brogan.

Directors.—James R. Simpson, Zachary T. Merrill, James A. Brogan, Lawrence; Alfred Sagar, Granville E. Foss, Lewis E. Barnes, Methuen; Charles E. Barnes, Malden.

General Office, Lawrence, Mass.

Date of information, Jan., 1901. b

LEAVENWORTH, KAN.

Population in 1886, 16,546, in 1890, 19,768, in 1900, 20,735.

Leavenworth Electric Railroad Co.—This company is the successor to the Leavenworth Electric Ry. Co., which was sold at receiver's sale June 2, 1894. In June, 1899, a controlling interest in the capital stock of this company was acquired by the Kansas City-Leavenworth Ry. Co., of Kansas City, Mo.

CAPITAL STOCK, authorized, $300,000, issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000, issued, $250,000; in escrow (see Note), $50,000; dated, 1894, due 1924, at office of Atlantic Trust Co., of New York City, trustee of mortgage.

NOTE.—$50,000 of the bonds are held in escrow to be used in extensions and betterments, in accordance with the terms of the mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 21 cars, of which 14 are motor cars and 7 trail cars; Sioux City engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. Charles O. Evarts, V. Pres. W. H. Gabriel, Sec. & Treas. H. C. Ellison, Cleveland, O.; Gen. Man. Ed. E. Coombs, Ch. Engr. J. C. Fellows.

GENERAL OFFICE, 303 Delaware St.

POWER STATION, 315 Choctaw St.

REFERENCES.—LEAVENWORTH RAPID TRANSIT RY. CO.—Sale, Vol. IX, Jan. '93, p. 51. LEAVENWORTH ELEC. R. R. CO.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.

Date of information, Feb., 1901. d x

LEBANON, PA.

Population of Lebanon in 1880, 8,778, in 1890, 14,564, in 1900, 17,628.

Lebanon Valley Street Railway Co.—This company is a consolidation of the Lebanon & Annsville St. Ry. Co. and the Lebanon & Myerstown St. Ry. Co. The capital stock of the company is now controlled by the United Power & Transportation Co., of Phila.

CAPITAL STOCK, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $500,000; dated 1899, due 1909 to 1929.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 5 ft. 2½ in.; 70 lb. T and 90 lb. girder rail; 2 Gen. Elec. generators; 575 K. W. Allis engine, 900 H. P. Gen. Elec. motor, Brill, Stephenson and J. & S. cars.

OFFICERS.—Pres. S. P. Light, V. Pres. H. C. Moore, Sec. & Treas. M. C. Aulenbach, Supt. C. H. Smith.

GENERAL OFFICE, Bullitt Building, Phila., Pa.

POWER STATION, 170 S. Eighth St., Lebanon, Pa.

Date of information, Feb., 1901. d x

LEOMINSTER, MASS.

Population in 1880, 5,772, in 1890, 7,269, in 1900, 12,392.

Leominster & Clinton Street Railway Co.—This is the successor, in May, 1896, to the Clinton Street Ry. Co. On Oct. 8th, 1900, the consolidation of the Clinton & Hudson Street Ry. Co. the Worcester & Clinton Street Ry. Co. and the Fitchburg and Suburban Street Ry. Co. with this company was approved by R. R. commissioners.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; trustee of mortgage, American Loan & Trust Co.

Coupon notes, 6 p. c. $45,000; dated Apr., 1897, due 1912.

The mortgage deed provides that $2,000 per annum shall be passed to the American Loan & Trust Co. as a sinking fund to redeem the first mortgage bonds.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass....	$	$39,099	$43,165	$49,567	$51,183
" other sources.		1,489	461	699	484
" total..........	25,234	40,588	43,626	50,266	51,667
Operating expenses....	17,432	22,095	25,388	24,178	28,596
Earnings from oper....	7,802	18,493	18,238	26,088	23,071
Deductions from earnings.					
Int. on fund. debt..	2,417	3,100	10,200	10,100	10,100
" unfund. "..		10,779	1,608	1,513	1,158
Taxes..............	381	2,242	1,254	2,578	3,444
Other deductions...		2,792	5,358	4,780	4,254
Net income............	5,004	*420	*182	7,117	4,114
Total surplus account...	537	*1,316	*10,748	*3,629	*72

Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses..........	$ 3,646	$ 5,802	$ 5,004	$ 5,235	$ 4,200
Transportation expenses....	12,041	12,617	13,574	13,417	18,292
Mainten'ce of road and bldgs	898	1,632	3,436	2,449	2,657
" " equipment ..	847	2,044	3,374	3,077	3,447
Total	$17,432	$22,095	$25,388	$24,178	$28,596

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	468,472	781,454	856,817	994,115	987,486
Car miles run	122,306	235,688	248,306	257,685	263,892
Total receipts per car mile..	$.206	$.172	$.175	$.195	$.195
Op. expenses per car mile ..	.142	.094	.102	.093	.108

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...........	$165,230	$172,877	$174,715	$178,778	$180,225
" equipment......	31.417	38,663	39,154	39,352	44,417
Other permanent prop'ty	115,583	142,071	144,782	144,998	146,486
Cash and current assets.	4,924	38,167	6,457	10,152	8,642
Materials and supplies ..	1,352				
Other assets............	1,000	3,152	3,069	2,858	2,129
Profit and loss (deficit)...		1,316	10,748	3,629	72
Total..............	$319,506	$396,245	$378,925	$379,767	$381,971
LIABILITIES.					
Capital stock...........	$149,300	$150,000	$150,000	$150,000	$150,000
Funded debt............	5,500	115 000	195,000	193,000	193,000
Floating debt...........	164,173	131,245	33,925	32,767	34,971
Loans and bills payable.	20,537				
Mat. inter'st coup. unpaid (incl. coup. due Oct. 1).	138				
Sinking fund				4,000	4,000
Profit and loss (surplus).		533			
Total..................	$319,506	$396,245	$378,925	$379,767	$381,971

Plant and Equipment.—Miles of track (electric), 12.12; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 90 lb. T and girder rail; 16 motor cars; Gen. Elec. dynamos and motors, Jones, American and Mass. cars; water power.

Officers.—Pres. Henry L. Pierce, V. Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Asst. Treas. Joseph G. Stearns, Supt. & Pur. Agt. G. H. Burgess, Ch. Engr. James Dickinson, Elecn. E. T. Bates.

Directors.—A. S. Paton, Chas. E. Hudson, Chas. E. Dresser, Geo. R. Damon, Harry L. Pierce, Charles E. Barnes, W. S. Reed.

General Office, Leominster, Mass.

Date of information, Feb., 1901. b

LEWISBURG, PA.

Population in 1880, 3,080, in 1890, 3,248, in 1900, 3,457.

Lewisburg, Milton & Watsontown Passenger Railway Co.—Chartered Sept. 3 1897, for 99 years. Municipal franchise granted Oct. 15, 1897, in perpetuity. Annual meeting in Jan. This road commenced operation on Feb. 11, 1898. The capital stock of this company is now controlled by the Railways Company General, of Philadelphia.

Capital Stock, authorized and issued, $150,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Feb. 10, 1898, due 1928; denom. $1,000; int. payable Jan. and July, at office of Union Trust Co., of Philadelphia, trustee of mortgage.

Operation.—Year ending June 30,

	1899.	1900.
Gross receipts	$18,368	$21,549
Operating expenses..............................	11,453	14,910
Earnings from operation.........................	6,915	6,639
Deductions from earnings.		
Interest	7,500	
Taxes..	154	606
Rental...	62	
Net income.......................................	*801	*6,033

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$248,000	$248,244	$248,000
" equipment	52,000	52,000	54,292
Cash	111	787	353
Open accounts........................		422	1,612
Profit and loss (deficit)..................	1,797	2,598	
Total	$301,908	$304,051	$304,257
LIABILITIES.			
Capital stock	$150,000	$150,000	$150,000
Funded debt.............................	150,000	150,000	150,000
Accrued interest	1,648	3,125	
Accounts payable	260	926	822
Profit and loss (surplus)...............			3,435
Total..................................	$301,908	$304,051	$304,257

Plant and Equipment.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

Officers.—Pres. E. R. Dick, Sec. & Treas. John J. Collier, Supt. D. A. Hegarty.

General Office, 602 Harrison Bldg., Philadelphia, Pa. Supt.'s office, Milton, Pa.

Date of information, Feb., 1901. b x

LEWISTON, ME.

Population in 1880, 19,083, in 1890, 21,701, in 1900, 23,761.

Lewiston, Brunswick & Bath Street Railway Co.—Chartered in 1897 in perpetuity. This company has purchased the entire property of the Brunswick Electric Ry. Co., and the Lewiston & Auburn Horse Ry. Co. On July 1, 1898, this company leased the property of the Bath St. Ry. Co. for 999 years, at an annual rental equivalent to a dividend of 4 p. c. on the capital stock outstanding ($100,000), with the option of purchasing the property for $66,667.

Capital Stock, authorized and issued, $627,100; par value, $100 per share.

Funded Debt.—Total $933,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $778,000, in escrow (see Note), $222,000; dated, 1898, due, 1918; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

Lewiston & Auburn Horse R. R. Co.'s first mortgage 5 p. c. gold bonds, outstanding, $85,000; coupon, but may be registered; dated June 1, 1881, due 1911; int. payable June and Dec., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

Bath Street Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $70,000; dated July 1, 1893, due 1913, but payable at option of company after July 1, 1898; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—Of the first mortgage bonds, $155,000 are held in escrow to retire the underlying mortgage bonds described above; $67,000 are reserved to purchase the Bath Street Ry. Co.

Operation.—The following is the report for the three properties since the consolidation for

	6 months ending Dec. 31, 1898.	*Year ending June 30, 1899.	1900.
Total receipts........................	$109,764	$214,001	$222,364
Operating expenses.................	54,882	108,819	167,590
Earnings from operation..............	54,882	105,182	54,774

Deductions from earnings.	1898.	1899.	1900.
Interest on bonds	11,667	17,500	38,900
Taxes			3,221
Rentals			11,750
Net income	43,215	87,682	903
Dividends paid	3,760	24,717	31,001
To surplus account			†30,108
Debit profit and loss			23,849
Total surplus account	39,455	51,297	†2,660

†Deficit.

*By an agreement, these properties were operated from July 1, 1898, to March 1, 1899, by a syndicate which received 50 p. c. of the gross receipts, less the interest on bonds and dividends, for operating the road. After March 1, 1899, the company paid its own operating expenses.

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Total permanent investments	$1,422,000	$1,571,000
Cash	62,965	29,161
Other assets		5,528
Profit and loss (deficit)		2,660
Total	$1,484,965	$1,608,649
LIABILITIES.		
Capital stock	$500,000	$627,100
Funded debt	922,000	933,000
Accrued liabilities	11,667	14,845
Profit and loss (surplus)	51,298	33,704
Total	$1,484,965	$1,608,649

PLANT AND EQUIPMENT.—Miles of track (electric), 56.18; gauge, 4 ft. 8½ in; 60 lb. and 90 lb. rail; 58 motor cars; West. and Walker motors, Briggs cars, Peckham and Brill trucks.

OFFICERS.—Pres. Herbert M. Heath, Augusta; V. Pres. Theo. L. Peters, N. Y. City; Treas. & Gen. Man. Milton I. Masson, Brunswick; Clerk Charles L. Andrews, Augusta; Supt. F. C. Farr, Lewiston.

DIRECTORS.—A. H. Shaw, Bath, Me.; A. F. Gerald, E. J. Lawrence, Fairfield, Me.; Herbert M. Heath, Augusta; Theo. L. Peters, Englewood, N. J.; E. Burton Hart, Jr., N. Y. City; M. I. Masson, Brunswick.

GENERAL OFFICE, Brunswick, Me.

REFERENCES.—Description of Power Plant, Vol. XV, Mar., '99, p. 155 (ill.).

Date of information, Feb., 1901. z

Lewiston, Winthrop & Augusta Electric Railway Co.—This company was incorporated to construct an electric railway, connecting Lewiston and Augusta, through Manchester, Winthrop, Monmouth, Wales aud Sabuttus, 27 miles in length, and connecting with the Lewiston, Brunswick & Bath St. Ry.

CAPITAL STOCK, authorized, $160,000, paid in, $16,000.

INCORPORATORS.—H. M. Heath, M. I, Masson, A. H. Shaw, E. J. Lawrence, A. F. Gerald, T. L. Peters, J. H. Peters, E. B. Hart, Jr.

GENERAL OFFICE, Lewiston, Me.

Date of information, Feb., 1901. z

LEWISTON, N. Y.

Population in 1890, 2,577, in 1900, 3,221.

Lewiston & Youngstown Frontier Railway Co.—Chartered in Aug., 1895. Annual meeting Sept. 7. This company commenced operation in Aug., 1896.

CAPITAL STOCK, authorized $150,000, issued, $134,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $134,000; dated June 1. 1896, due 1926; int. payable June and Dec. at office of Buffalo Loan, Trust & Safe Deposit Co., Buffalo, N. Y., trustee of mortgage.

OPERATION.—	10¾ mos. end'g June 30,	—Year ending June 30,—		
	1897.	1898.	1899.	1900.
Total receipts	$6,602	$12,453	$10,555	$11,750
Operating expenses	6,624	9,367	7,407	9,228
Earnings from operation	*22	3,086	3,148	2,522
Deductions from earnings.				
Interest on funded debt	6,057	8,040	8,040	8,040
" " floating debt and mortgage	45	1,215	1,183	1,300
Taxes	99	630	677	741
Net income	*6,223	*6,759	*6,752	*7,519
*Total deficit			$19,773	$27,292

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$1,847	$3,650	$2,290	$3,213
Transportation expenses	4,525	5,038	4,166	4,126
Maintenance of way and building.	88	413	690	1,231
" " equipment	163	266	261	658
Total	$6,624	$9,367	$7,407	$9,228

STATISTICS OF TRAFFIC.

Year ending June 30.	1897.	1898.	1899.	1900.
Passengers carried	34,220	53,357	47,921	44,026
Car miles run	28,792	91,070	64,060	57,640
Total receipts per car mile	$.229	$.136	$.164	$.203
Operating expenses per car mile	.230	.103	.115	.160

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$271,200	$271,525	$273,134	$293,250
Cash and current assets	14,266	13,201	13,817	1,329
Profit and loss (deficit)	6,222	13,021	19,773	27,292
Total	$291,688	$297,747	$306,724	$321,871
LIABILITIES.				
Capital stock	$134,000	$134,000	$134,000	$134,009
Funded debt	134,000	134,000	134,000	134,000
Accrued interest	670	8,710	16,750	24,985
Loans	22,107	3,200	3,200	25,587
Bills and accounts payable	911	17,837	18,774	3,299
Total	$291,688	$297,747	$306,724	$321,871

PLANT AND EQUIPMENT.—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 9 motor cars; Gen. Elec. dynamos and motors, Brill cars, Niagara Falls power.

OFFICERS.—Pres. A. J. Wheeler, Buffalo, N. Y.; V. Pres. H. C. Howard, Sec. & Treas. Chas. S. Webb, P. O. box, 272, Buffalo, N. Y.; Supt. F. G. Lott, Asst. Supt. F. M. Sims.

DIRECTORS.—Lawrence D. Rumsey, Henry C. Howard, Edwin T. Evans, George Sowerly, Geo. R. Feller, A. J. Wheeler, John N. Scatcherd, F. M. Hayes, Buffalo, N. Y.; A. H. Dutton, Lewiston, N.Y.

REFERENCES.—Description of road (brief), Vol. XII, Sept., '96, p. 509; description of road, Souv., Oct., '97, p. 598

Date of information, Dec., 1900. b

LEWISTOWN, PA.

Population in 1890, 3,273, in 1900, 4,451.

Lewistown & Reedsville Electric Railway Co.—Chartered Mar. 24, 1892.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $150,000.

OPERATION.—Period ending June 30,	1900.
Gross receipts	$7,765
Operating expenses	5,619
Earnings from operation	2,146
Interest	2,187
Net income	*46

*Deficit.

PLANT AND EQUIPMENT.—Miles of track, 6.25; gauge, 4 ft. 8½ in.; 70 lb. rail, 6 motor cars; West. generator, 400 K. W.; 400 H. P. engine.

OFFICERS.—Pres. J. I. Quigley, V. Pres. A. B. Spanogle, Sec. E. R. Sponsler, Treas. Wm. Irwin, Gen Supt. Walter G. Barlow.

DIRECTORS.—C. C. Forney, David Fleming, H. Tousig, John C. Mosser, A. B. Spanogle, G. H. Macklin.

GENERAL OFFICE, 41 W. Market St., Lewistown, Pa.

Date of information, Feb., 1901. z

LEXINGTON, KY.

Population in 1880, 16,656, in 1890, 21,567, in 1900, 26,369.

Lexington Railway Co.—This is a consolidation on Feb. 11, 1899, of the Passenger & Belt Railway Co., the Belt Line Electric Co., the Central Electric Co. and the Hercules Ice Co. The following statistics are of the Passenger & Belt Ry. Co. only.

CAPITAL STOCK, $800,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized. $200,000, issued, $185,000; dated Apr. 1, 1891, due $15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

Second mortgage 6 p.c. gold bonds authorized and issued, $250,000; due 1916; int. payable Apr. and Oct. at office of Security Trust & Safety Vault Co. of Lexington, Ky.

PLANT AND EQUIPMENT.—Miles of track (electric), 13, gauge, 4 ft. 8½ in.; 50 lb. T rail; 43 cars, of which 35 are motor cars and 8 trail cars; Armington & Sims and Lane & Bodley engines, Gen. Elec. dynamos and motors, Ohio Falls and Pullman cars.

OFFICERS.—Pres. C. J. Bromton, V. Pres. W. J. Loughridge, Sec. T. D. Murray, Treas. R. P. Stoll, Supt. Pur. Agt. & Elecn. R. T. Gunn, Ch. Engr. of Power Station, J. McKeever.

GENERAL OFFICE, Main and Cheapside Sts., Lexington, Ky.

Date of information, Apr., 1899. c

LEXINGTON, MO.

Population in 1880, 3,006, in 1890, 4,538, in 1900, 4,190.

Lexington Street Railway Co.—Charter and municipal franchise granted in 1887 for 20 years.

CAPITAL STOCK, $2,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft., 32 lb. rail; 6 horses, 2 horse cars.

SOLE OWNER, J. S. Borland.

Date of information, Feb., 1901. z

LIBERTY, N. Y.

Population in 1890, 734, in 1900, 1,760.

Liberty & Jeffersonville Electric Railway Co.—This company was organized to construct an electric railway connecting Liberty with Jeffersonville in Sullivan Co. It is proposed to complete the road to Kenoza Lake by June, 1901.

CAPITAL STOCK, authorized $50,000.

FUNDED DEBT.—First mortgage bonds, authorized $50,000.

OFFICERS.—Pres. R. H. Beach, Sec. Treas. Pur. Agt. & Gen. Man. W. P. Craig.

GENERAL OFFICE, Liberty, N. Y.

Date of information, Mar., 1901. z

LIMA, O.

Population in 1880, 7,567, in 1890, 15,981, in 1900, 21,723.

Lima Electric Railway & Light Co.—This company is a consolidation in 1900 of the Lima Ry. Co., and the Lima Electric Light & Power Co., and controls the electric railway, light and power business of the city of Lima. Railway franchises extend for from seventeen to twenty-two years, from 1901. Lighting franchise is perpetual and city lighting contract expires 1911.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $500,000, outstanding, $215,000; held in treasury to retire prior liens, $285,000; dated July 1, 1900, due 1916; denom. $500; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, O., trustees of mortgage.

OPERATION.—Year ending Oct. 31,	1898.	1899.
Receipts from passengers	$41,161	$46,890
" other sources	306	395
" total	41,467	47,285
Operating expenses	25,465	29,539
Earnings from operations	16,002	17,746
Deductions from earnings.		
Interest and taxes	8,988	9,995
Net income	7,014	7,751
Dividends paid		6,000
To surplus account	7,014	1,751
Per cent. operating expenses, to total receipts	61.4	62.4

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 66 lb. girder rail; 21 cars, of which 19 are motor cars and 2 trail cars; Dick & Church engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp and Barney & Smith cars, Brill trucks.

OFFICERS.— Pres. & Gen. Man. Joseph B. Mayer, V. Pres. H. St. C. Denny, Sec. & Treas. Herbert P. Bissell.

DIRECTORS.—E. W. Moore, Edwin Stone, L. S. Catlin, H. A. Everett, Chas. Currie.

GENERAL OFFICE, 400 S. Main St., Lima, O.

Date of information, Feb., 1901. z

LINCOLN, ILL.

Population in 1880, 5,639, in 1890, 6,725, in 1900, 7,986.

Lincoln Street Car Co.—This company is the successor by purchase of the Lincoln Electric St. Ry. Co., for which a receiver was appointed in Feb., 1897.

CAPITAL STOCK, authorized and issued, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8, of road, 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars and 2 trail cars; Bates engines, Gen. Elec. generator and motors, Laclede cars.

OFFICERS.—Pres. & Pur. Agt. E. D. Blinn, Supt. A. J. Aldrich, Ch. Engr. & Elecn. E. C. Simonton.

DIRECTORS.—E. D. Blinn, J. T. Hoblin, H. C. Quissenberry, W. H. Traner.

Date of information, Feb., 1901. d

LINCOLN, NEB.

Population in 1880, 13,003, in 1890, 55,154, in 1900, 40,169.

Lincoln Traction Co.—This company is the successor in Jan., 1898, to the Lincoln Street Ry. Co.

Capital Stock.—Common stock, $365,000.
Preferred stock, $700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $250,000, issued, $100,000; coupon, but may be registered; dated Dec. 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York.

Operation.—Year ending Dec. 31,	1897.	1898.	1899.	1900.
Gross receipts	$95,901	$113,306	$132,996	$163,634
Operating expenses	89,402	95,887	147,931	127,388
Earnings from operation	6,499	17,519	*14,935	36,246

*Deficit.

Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 90 cars, of which 50 are motor cars and 40 trail cars; Gen. Elec. dynamos, West. Gen. Elec. and Short motors.

Officers.—Pres. M. L. Scudder, V. Pres. William Belcher, Sec. & Treas. Frank H. Carter.

General Office, 901 O. St., Lincoln, Neb.; New York office, 32 Liberty St.

References.—Description of road, Vol. IX, Feb., '93, p. 110 (ill.); Vol. IX, Mar., '93, p. 160; receivership, Vol. XI, Feb., '95, p. 124; sale of road, Vol. XIV, Jan., '98, p. 72.

Date of information, Jan., 1901. z

LITTLE FALLS, N. Y.

Population in 1880, 6,910, in 1890, 8,783, in 1900, 10,381.

Little Falls & Herkimer Street Railway Co.—Chartered Feb. 6, 1895, to build an electric railway from Little Falls to Herkimer, a distance of 8 miles. Annual meeting second Tuesday in March. This road is expected to be placed in operation by Dec. 31, 1901.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share.

Cost of road to June 30, 1899, $80,000.

OFFICERS.—Pres. Wm. F. Lansing, V. Pres. Charles Bailey, Sec. John D. Henderson, Treas. John C. Giblin.

DIRECTORS.—T. E. O'Shea, M. F. Griggs, William F. Lansing, Thomas F. Ward Robert Earl, 2d, Geo. A. May, Jno. D. Henderson, Jas. C. Giblin, James Conklin.

GENERAL OFFICE, Little Falls, N. Y.

Date of information, Dec., 1900. b

LITTLE ROCK, ARK.

Population in 1880, 13,138, in 1890, 25,874, in 1900, 38,307.

The Little Rock Traction & Electric Co.—Chartered 1895, as the successor to the City Electric Ry. Co., whose property was sold Apr. 18, 1895, under foreclosure of mortgage, for $643,000, to parties representing the bondholders.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6. p. c. gold bonds, authorized, $450,000, issued, $400,000, in escrow for future improvements, $50,000; dated, June 1, 1895, due 1915; denom., $1,000; int. payable June and Dec. at office of St. Louis Trust Co., trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $300,000, dated June 1, 1895, due 1915; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Old Colony Trust Co., of Boston.

NOTE.—$300,000 of the first mortgage bonds (Nos. 1 to 300) may be called at any time after 1905 at option of company.

Second mortgage bonds may be redeemed after 5 years at 102.

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T and girder rail; 5 horses; 58 motor cars and 22 trail cars; Hamilton-Corliss and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. J. A. Woodson, V. Pres. Oscar Davis, Sec. Geo. B. Rose, Treas. C. F. Penzel, Gen. Man. Pur. Agt. & Ch. Engr. W. C. Badger, Supt. A. L. Collins, Ch. Engr. of Power Station R. F. Baise.

GENERAL OFFICE, 1000 North St., Little Rock, Ark.

REFERENCE.—Description of road, Vol. VIII, Sept., '92, p. 540.

Date of information, Jan., 1901. d

LOCK HAVEN, PA.

Population in 1880, 5,845, in 1890, 7,358, in 1900, 7,210.

Susquehanna Traction Co.—A reorganization June 1, 1900, of the Lock Haven Traction Co., which was chartered Mar. 22, 1895, and sold at foreclosure sale in Mar. 1899 for $34,700. This company leases and operates the property of the Lock Haven Electric Ry. for 999 years, from Mar. 1895.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized, $100,000, issued, $50,000; dated May 1, 1900, due 1920; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee.

OPERATION.—Figures given are those of the Lock Haven Traction Co. to date of reorganization.

	Year ending June 30, 1896.	Year ending June 30, 1897.	Sept 29, 1897 to June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, †1900.
Gross receipts	$20,017	$17,288	$9,918	$15,307	$18,171
Operating expenses	15,395	14,595	9,785	15.075	15,179
Earnings from operation	4,622	2,693	133	232	2,992
Deductions from earnings.					
Taxes	107	158		58	78
Interest on bonds	3,810	128			
Rentals	267	493			2,000
Net income	438	1,914		174	914

†Combined figures of old and new company.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$476,434	$476,813	$476,813	$476,813	$150,000
Cash	407	397	867	1,041	768
Due by agents	167				
Total	$477,008	$477,210	$477,680	$477,854	$150,768
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$100,000
Funded debt	150,000	150,000	150,000	150,000	50,000
Accounts payable	23,047	27,210	27,680	26,813	17
Bills payable	3,402				
Profit and loss (surplus).	559			1,041	751
Total	$477,008	$477,210	$477,680	$477,854	$150,768

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Phœnix engines, West. dynamos, Gen. Elec. motors, New Castle cars.

OFFICERS.—Pres. William B. Given, Sec. H. W. Darrow, Treas. H. P. Rhodes, Gen. Man. Frank Andes.

DIRECTORS.—Wm. B. Given, H. W. Darrow, H. P. Rhodes, Columbia Pa.; C. A. Bragg, W. D. Marks, Philadelphia; Frank Andes, Lock Haven.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Feb., 1901. b x

Lock Haven Electric Railway.—Chartered Apr. 14, 1894. This property is leased to and operated by the Susquehanna Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated June, 1894, due 1924; denom. $100, $500 and $1,000; int. payable in gold June and Dec., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—See Lock Haven Traction Co.

OFFICERS.—Pres. L. M. Patterson, Sec. and Supt. R. H. Irvine Treas. George F. Porter.

DIRECTORS.—Wilson Kistler, W. H. Mayer, J. A. Seely, P. J. Bennett, J. H. Fredericks, L. M. Patterson, C. O. Baker, Geo. F. Porter, A. J. Belden.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Feb., 1901. b

LOGANSPORT, IND.

Population in 1880, 11,198, in 1890, 13,328, in 1900, 16,204.

Indianapolis & Logansport Traction Co.—This company was organized to acquire the properties of the Logansport Ry. Co., which were sold at receivers' sale in Feb., 1899, and to build an extension of the road to Indianapolis. Construction work on extension was commenced in June, 1900.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5, of road, 5.5; gauge, 4 ft.; 40 lb. T rail; 12 motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Geo. J. Marott (Indianapolis), V. Pres. M. A. Jordan, Sec. R. C. Light, Treas. H. F. Wood.

GENERAL OFFICE, 214 4th St.

Date of information, Jan., 1901. d

Logansport, Rochester & Northern Traction Co.—This company was organized to construct an electric railway from Logansport to Kendalville, Ind. Construction work was commenced in the spring of 1900, and part of the road was placed in operation in Oct., 1900.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds; authorized and issued, $4,000,000; dated May 1, 1900, due 1950; denom. $1,000; coupon, but may be registered; int. payable May and Nov., at office of Mercantile Trust Co., of New York, trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric). 100; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars.

OFFICERS.—Pres. J. T. McNary, 1st V. Pres. H. I. Park, 2d V. Pres. J. B. Schultz, Sec. Geo. W. Holman, Treas. B. F. Keesling, Ch. Engr. Walter A. Osmer.

DIRECTORS.—J. T. McNary, Geo. W. Holman, J. E. Beyer, W. A. Osmer, B. F. Keesling, Seth M. Velsey, J. B. Shultz, J. D. Wideman, L. W. Welker, H. S. Park.

GENERAL OFFICE, 412 Broadway, Logansport, Ind.

Date of information, Feb., 1901. z

LONDON, ONT.

Population in 1880, including suburbs, was about 30,000; in 1890, about 35,000; in 1900, about 40,000.

London Street Railway Co.—Chartered 1873, for 50 years. Annual meeting second Wednesday in Jan.

Capital Stock, authorized, $750,000 issued, $400,000; par value, $40 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, $350,000; dated Mar. 8, 1895, due 1925; denom. $1,000; int. payable Mar. and Sept., at office of Toronto General Trust Co., trustee of mortgage.

Franchises.—Municipal franchises were granted on Mar. 8, 1875, for 50 years; electrical rights were granted and work of conversion from the horse system was completed in 1895.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$94,194	$101,366	$113,812	$59,948	$119,109
Operating expenses	54,171	58,452	65,665	66,872	78,501
Earnings from op	40,023	42,914	48,147	†6,924	40,608
Deduc. from earnings	14,730	19,088	19,117	20,763	21,623
Net income	25,293	23,826	29.030	†27,687	18,985
Dividends paid	*10,000	21,000	21,000		16,000
To surplus account	15,293	2,826	8,030		2,985
Total surplus account	16,941	17,737	23,915		14,552

* In addition to the dividend a bonus of $25,000 was paid during the year. † Deficit caused by strike which occurred May 22 and lasted the balance of the year.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 56 lb. T and 73 lb. girder rail; 43 cars, of which 31 are motor cars and 12 trail cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

Officers.—Pres. H. A. Everett, V. Pres. T. H. Smallman. Sec. Treas. & Gen. Man. Chas. E. A. Carr, Supt. J. Break, Ch. Engr. H. Welburn.

Directors.—H. A. Everett, Cleveland, O.; E. W. Moore, T. H. Smallman, C. W. Wason, H. S. Holt, Wm. Spencer, P. W. Broderick.

General Office, Bank of Commerce Building, London, Ont.

References.—Annual report, Vol. X, Mar., '94, p. 213; description of road (brief), Vol. XI, Souv., '95, p. 47.

Date of information, Jan., 1901. z

LONG BRANCH, N. J.

Population in 1880, 3,833, in 1890, 7,231, in 1900, 8,872.

Long Branch Electric Railway Co.

CAPITAL STOCK, $100,000.

OFFICER.—Treas. C. Ewing Patterson.

GENERAL OFFICE.—Long Branch, N. J.

Date of information, July, 1900. b

West End & Long Branch Railway Co.—This road is leased to, and operated by, the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, $97,500.

PLANT AND EQUIPMENT.—Miles of track, 5.37.

OFFICER.—Pres. John E. Comins.

Date of information, July, 1900. b

LONG ISLAND CITY, N. Y.

New York & Queens County Railway Co.—Chartered June 26, 1896, as a consolidation of the Steinway Ry. Co., of Long Island City, the Newtown Ry. Co., the Riker Ave. Ry. Co., the Long Island City & Newtown Ry. Co., and the Flushing & College Point Ry. Co.

note date of information at end of each report.

The company controls the entire street railway system of Long Island City, together with a line to Flushing. Annual meeting third Thursday in July. This company is controlled by the same interests that control the New York and North Shore Ry. Co., of Brooklyn.

Capital Stock, authorized, $2,500,000, issued, $2,221,100; par value, $100 per share.

Funded Debt.—Consolidated mortgage (see note) 4 p. c. gold bonds, authorized, $4,200,000, issued $2,500,000, outstanding, $1,300,000; in escrow, $1,700,000; dated June 29, 1896, due 1946; int. payable April and Oct., at office of Mercantile Trust Co., trustee of mortgage.

PRIOR LIENS.

Steinway Ry. Co.'s first mortgage 6 p. c. gold bonds, $1,500,000; dated 1892, due July 1, 1922.

Newtown Ry. Co.'s first mortgage 5 p. c. bonds, $150,000; dated 1894, due Dec., 1924.

Flushing & College Point Ry. Co.'s first mortgage 5 p. c. bonds, $50,000; dated 1895, due Apr., 1925.

Note.—Within the fiscal year 1898–9 a re-organization of this company occurred wherein the consolidated mortgage of $2,500,000 at 5 p. c. has been decreased to $1,300,000 at 4 p. c. By this reorganization—all papers being on file in the office of the Board of R. R. Commissioners—the floating debt has been eliminated and $125,000 of interest charges have been funded. $1,700,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

Franchises.—The franchises are for 999 years, and no burdensome conditions are attached. The company is not required to pave or keep in repair any portion of the streets through which its lines run. The company's lines occupy all the principal streets in Long Island City, and connect (exclusively) with the two ferries to New York, and with the Brooklyn street railway system.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.....	$331,745	$404,459	$408,949	$423,017	$462,844
" other sources..	27,125	68,013	28,808	3,379	5,603
" total..........	358,870	472,472	437,757	426,396	468,447
Operating expenses....	194,912	232,408	251,278	242,923	250,505
Earnings from operation	163,958	240,064	186,479	183,473	217,942
Deductions from earnings.					
Interest............	99,561	200,000	238,095	‡115,407	112,729
Taxes............	12,708	15,948	16,750	16,876	30,000
Net income............	51,689	24,117	†68,366	51,190	75,213
Total surplus...........		25,647	†52,625	†1,435	74,972

† Deficit.

‡ In addition to $125,000 interest funded by reorganization.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899	1900.
General expenses..........	$33,506	$40,051	$37,624	$44,893
Maint. of way and buildings	12,862	18,699	27,759	25,349
" " equipment...	22,462	29,873	29,036	31,920
Transportation expenses...	163,578	162,665	148,504	148,343
Total..................	$232,408	$251,278	$242,923	$250,505

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Rev. passengers carried	7,589,176	8,419,446	8,651,987	9,545,652
Transfer " "			1,220,963	1,401,981
Car miles run..........	*1,400,000	2,372,900	2,277,658	2,340,312
Total rcpts. per car mile	$.338	$.189	$.187	$.200
Op. exp. per car mile..	.166	.106	.106	.107

* Estimated.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	*1899.	1900.
Cost of road & equipment.	$6,316,307	$6,411,227	$5,148,236	$5,410,833
Cash assets............	2,720	1,937	305,633	18,406
Supplies on hand........	11,004	26,382	12,500	34,717
Permanent investments..	566,727	739,402		
Stock uncalled for.......			92,800	
Open accounts..........		22,819	12,113	12,278
Prepaid insurance.......				725
Profit and loss (deficit)...		52,625		
Total..............	$6,896,757	$7,254,392	$5,571,282	$5,476,959
LIABILITIES.				
Capital stock...........	$2,000,000	$2,150,000	$2,223,100	$2,221,100
Funded debt............	3,700,000	3,700,000	3,000,000	3,000,000
Special loans............	1,078,750	1,120,000		1,200
Bills payable............		191,728	114,085	
Open accounts...........	284,969	6,447		44,836
Accrued interest & taxes	25,833	42,663	98,363	62,603
Accounts payable.......	52,527	29,584	28,934	58,248
Real estate mortgage....	14,000	14,000	14,000	14,000
Due stockholders.......			92,800	
Profit and loss (surplus)..	25,647			74,972
Total..............	$6,896,757	$7,254,392	$5,571,282	$5,476,959

* See note in opening paragraph.

Plant and Equipment.—Miles of track (electric), 65.22; gauge, 4 ft. 8½ in.; 75 lb. and 93 lb. girder rail; 203 motor cars, 30 trail cars and 21 miscellaneous cars; 2,000 H. P. station plant; Cooper-Corliss engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers.—Pres. W. H. Shelmerdine, Philadelphia; V. Pres. & Gen. Man. J. R. Beetem, Sec. & Treas. I. M. Tritt.

Directors.—W. H. Shelmerdine, E. J. Matthews, James M. Gregg, Philadelphia; C. D. Simpson, Scranton; R. T. McCabe, New York City; Frank P. Maize, J. R. Beetem, G. H. McDonnell, Wm. E. Stewart, Long Island City.

General Office, 9 Borden Ave., Long Island City.

Power Station, Astoria, L. I.

Reference.—New York & Queens County R. T. Co.—Reorganization, Vol. XIII, May, '97, p. 320.

Date of information, Feb., 1901. z

LONGVIEW, TEX.

Population in 1880, 1,525, in 1890, 2,034, in 1900, 4,695.

Longview & Junction Street Railway.

Capital Stock, authorized, $5,000, issued, $4,500; par value, $25 per share.

Funded Debt.—None.

Dividends.—In 1894, 12 p. c.; in 1895, 8 p. c.; in 1896, 9 p. c.

Plant and Equipment.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 16 lb. rail; 4 horses, 2 cars.

Officers.—Pres. & Gen. Man. W. D. Northcutt, Sec. & Treas. R. B. Levy.

Date of information, Jan., 1901. d

LORAIN, O.

Population in 1880, 1,595; in 1890, 4,863; in 1900, 16,028.

Lorain Street Railway Co.—Chartered in 1894, for 25 years. The road commenced operation on Sept. 16, 1894, and connects Lorain and Elyria. In 1900 the road was practically rebuilt.

Capital Stock, authorized and issued, $750,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $521,000; dated Nov. 1, 1899, due 1949; denom. $1,000; int. payable May and Nov., at office of the Guaranty Trust Co., of New York, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	1899.	1900.
Total receipts..................	$54,628	$48,635	$98,901	$92,482
Operating expenses.............	32,666	35,982	46,595	54,229
Earnings from operation........	21,962	12,653	52,206	38,253

Balance Sheet.—Dated Aug. 31, 1900.

Assets.		Liabilities.	
Cost of road & equip..	$1,687,892	Capital stock...........	$750,000
Other assets.........	22,173	Funded debt...........	521,000
		Bills & accounts payable	46,490
		Profit and loss (surplus)	392,575
Total...............	$1,710,065	Total...............	$1,710,065

Plant and Equipment.—Miles of track (electric), 11.6; gauge, 4 ft. 8½ in.; 70 lb. T and 85 lb. girder rail; 22 motor cars; Straight Line engines, Gen. Elec. dynamos, Steel motors, Stephenson cars.

Officers.—Pres. Pierre S. du Pont, Sec. & Treas. W. A. Donaldson, Gen. Man. C. Loomis Allen, Supt. F. M. Zimmerman.

Directors.—P. S. du Pont, Tom L. Johnson, A. J. Moxham, W. A. Donaldson, F. M. Haines.

General Office, Lorain, O.

Reference.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, Feb., 1901. z

LOS ANGELES, CAL.

Population in 1880, 11,183; in 1890, 50,395; in 1900, 102,479.

Los Angeles Railway Co.—Chartered Mar. 20, 1895, by the bondholders of the Los Angeles Consolidated Electric Ry. Co., as a successor to that company, which was a consolidation in 1893 of the Consolidated Electric Ry. Co., Electric Rapid Transit Co., Mateo St. & Santa Fé Ave. St. Car Co., Los Angeles & Vernon St. Ry. Co., Depot Ry. Co. of Los Angeles, Los Angeles Cable Ry. Co., Pacific Ry. Co., Elysian Park Ry. Co. On Oct. 1, 1898, the Main Street & Agricultural Park R. R. Co., the Mateo St. R.R. Co., and the Main, Fifth & San Pedro St. Ry. Co. were also consolidated with this company. In 1899, in consideration of a guarantee of its bonds, the stock of the Los Angeles & Pasadena Electric Ry. Co., was acquired and in June 1900, the Pasadena & Mt. Lowe Ry. was also acquired by this company.

Capital Stock, authorized and issued, $5,000,000,

Funded Debt.—Consolidation mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,159,000; coupon but may be registered; dated Oct. 1, 1898, due 1938; denom. $1,000; int. payable Apr. & Oct. at company's office in San Francisco; trustee of mortgage Union Trust Co. of San Francisco.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers....	$682,142	$632,174	$699,622	$716,960
" other sources	11,662	49,151	46,869	35,966
" total	693,804	681,325	746,491	752,926
Operating expenses..........	460,691	453,629	479,878	504,424
Earnings from operation......	233,113	227,696	266,613	248,502
Deductions from earnings.				
Fixed charges...........	33,525	41,704	18,136	19,310
Net income.................	199,588	185,992	248,477	229,192

Plant and Equipment.—Miles of track (electric), 94.36; gauge, 3 ft. 6 in.; 50 lb. and 60 lb. T and girder rail; 198 cars, of which 143 are motor cars and 55 trail cars; 3,250 H. P. station plant; G. S. & M. I. W. engines, Stirling boilers, Gen. Elec. & West. dynamos and motors, Brill, Stockton, C. H. & A. and St. Louis cars.

Officers.—Pres. H. E. Huntington, V. Pres. Ch. de Guigné, Sec. J. T. Burke, Treas. I. W. Hellman, Gen. Man. Fred. W. Wood, Supt. John J. Akin.

Directors.—A. Borel, H. E. Huntington, I. W. Hellman, Ch. de Guigne, E. Burke Holliday, J. A. Muir, Howard E. Huntington.

General Office, cor. 6th St. and Central Ave., Los Angeles, Cal.

References.—PACIFIC RY. CO.—Sale, Vol. IX, Nov., '93, p. 777; Description of road, Vol. IX, Aug., '93, p. 525 (ill.). LOS ANGELES CONSOLIDATED ELECTRIC RY. CO.—Description of road, Vol. VII, Dec., '91, p. 661 (ill.); Vol. IX, July, '93, p. 464 (ill.). LOS ANGELES CABLE RY. CO.—Description, Vol. VI, Mar., '90, p. 97 (ill.). MAIN STREET & AGRICULTURAL PARK R. R. CO.—Short description of road Vol. IX, Aug. '93, p. 529. LOS ANGELES RY. CO.—Reorganization, Vol. XI, May, '95, p. 340; description of parks (brief), Vol. XIII, Mar., '97, p. 152; description of road and operating methods, Vol. XIV, June, '98, p. 303 (ill.).

Date of information, Feb., 1901. z

Los Angeles-Pacific Railroad Co.—This company is a consolidation under the laws of California of the Pasadena & Pacific Ry. Co. of Arizona, and the Pasadena & Pacific Ry. Co. of California; two corporations with bond issues of $400,000 and $350,000 respectively.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage bonds, authorized $1,000,000, issued, $750,000; held in treasury, $250,000 (see Note).

Note.—Of the new issue of stock, $750,000 was used to refund the underlying bonds mentioned above, and of the bond issue, $750,000 have been sold and $250,000 are held in treasury for future extensions and betterments.

Plant and Equipment.—Miles of track, 72, electric 59½, steam 7, horse 5½; gauge, 3 ft. 6 in.; 40 lb. to 60 lb. T rail; 60 cars, of which 25 are motor cars with West. motors, 10 are Pullman coaches and 25 miscellaneous cars; 2 locomotives; West. generators, Ball & Wood engines, Brill and Pullman cars.

Officers.—Pres. & Gen. Man. E. P. Clark, V. Pres. J. R. Clark, Sec. A. I. Smith, Treas. M. E. Hammond, Supt. W. D. Larrabee, Elecn. L. B. Pemberton.

General Office, 222 W. 4th St., Los Angeles, Cal.

Date of information, Jan., 1901. z

Temple Street Cable Railway Co.—Chartered Oct. 31, 1885, for 30 years. This property was in the hands of a receiver, who sold it to J. A. Graves, who now owns it.

Plant and Equipment.—Miles of main line, 3, of second track, 1.75, total track (cable), 4.75; gauge, 3 ft. 6 in.; 38 lb. girder rail; 21 cars, of which 11 are grip cars and 10 trail cars; Union engines, Stephenson cars.

Officers.—Owner J. A. Graves, Gen. Man. E. T. Wright, Supt. E. K. Koster.

General Office, 226 S. Spring St., Los Angeles, Cal.

References.—Description of road, Vol. VI, Sept., '90, p. 409 (ill.); Vol. IX, Aug., '93, p. 528 (ill.).

Date of information, Jan., 1901. z

Los Angeles Traction Co.—Chartered Feb. 25, 1895. Annual meeting in Feb. Operation commenced Sept. 1, 1895.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated May 1, 1895, due 1915; denom. $1,000; int. payable May and Nov., at Chase National Bank, New York; Union Trust Co., of St. Louis, trustee of mortgage.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Dec. 1, 1898, due 1938; denom. $1,000; int. payable June and Dec., at Chase National Bank, New York; St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 26; gauge, 3 ft. 5 in.; 60 lb. and 70 lb. Shanghai rail; 46 cars, of which 40 are motor cars and 6 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. T. J. Hook, Sec. Marcus Hook, Gen. Man. W. S. Hook.

General Office, Los Angeles, Cal.

Date of information, Jan., 1901. d

LOUISVILLE, KY.

Population in 1880, 123,758; in 1890, 161,129; in 1900, 204,731.

Louisville Railway Co.—Chartered Apr. 9, 1893, for 99 years. Annual meeting third Wednesday in Feb. This is a consolidation of the following companies: Louisville City Ry. Co., Central Passenger R. R. Co., Kentucky Street Ry. Co., Beargrass Ry. Co. and Crescent Hill Ry. Co. This company owns and operates the entire street railway system of Louisville.

Capital Stock.—Common stock, authorized and issued $3,500,000, par value, $100 per share.

5 p. c. cumulative preferred stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—$6,149,300, as follows:

First consolidated mortgage 5 p. c., gold coupon bonds, authorized, $6,000,000, issued, $5,160,000; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July in Louisville and New York (Seligman & Co.); trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Second consolidated mortgage 4½ p. c. gold bonds, authorized, $2,000,000, for improvements and betterments only, to be issued at rate of $200,000 per year; issued 1900, $150,000; dated Mar. 1, 1900.

PRIOR LIENS.

The company has reserved $839,300 of the first consolidated mortgage bonds to retire the prior liens, as follows:

6 p. c. mortgage bonds Louisville City Ry. Co., original issue and now outstanding, $523,300; dated July 1884, due 1909; denom. $50 and upwards; int. payable Jan. and July, at office of Louisville Trust & Safety Vault Co., trustee of mortgage.

First mortgage 6 p. c. bonds Central Passenger Ry. Co., authorized $400,000, now outstanding, $65,000; dated Nov., 1883, due 1902, denom. $1,000; int. payable May and Nov. in Louisville; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville.

6 p. c. mortgage bonds Central Passenger Ry. Co., authorized, $400,000, now outstanding, $251,000; dated Nov., 1888, due 1908; denom. $1,000; int. payable May and Nov., in Louisville; trustee of mortgage Louisville Safety Vault & Trust Co.

Franchises.—The franchises for a part of the system are granted for 99 years from 1893, the balance are granted without time limit.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Total receipts..	$1,234,526	$1,238,042	$1,297,394	$1,436,828	$1,520,514
Operating exp. includ. taxes.	720,575	722,626	838,574	954,573	938,171
Earn. from op.	513,951	515,416	458,820	482,255	582,343
Ded from earn. Int. on bonds	311,023	310,361	309,545	308,500	314,090
Net income ...	202,928	205,055	149,275	173,755	268,253
Dividends paid	200,000	200,000	146,875	171,667	265,000
" acc.		3,125			
To surplus acc.	2,928	1,930	2,400	2,088	3,253
Total surp. ac't	756,776	661,868			
Per c. op. ex.. to gross rec.	54.2	71.3	58.3		

Note.—Taxes, 1897, $81,700; 1898, $120,000; in 1899, $133,000.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1899.	1900.
Cost of road and equipment..............	$12,557,162	$12,747,304
Other permanent investments.............	95,843	41,108
Cash and current assets..................	259,650	292,906
Total..................................	$12,912,655	$13,081,318
LIABILITIES.		
Capital stock............................	$ 6,000,000	$6,000,000
Funded debt.............................	5,999,300	6,149,300
Unfunded and current liabilities..........	330,259	339,054
Profit and loss (surplus)..................	583,096	592,964
Total..................................	$12,912,655	$13,081,318

Plant and Equipment.—Miles of track, 140; operated by electricity 137, by horses 3; gauge, 5 ft.; 100 miles 78 lb. and 100 lb. girder rail construction, 30 miles T rail construction, 10 miles miscellaneous construction; 116 horses, 540 cars, of which 26 are horse cars, 334 motor cars, and 180 trail cars; 6,000 H. P. engines, Allis, Ball and Williams engines, Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. T. J. Minary, V. Pres. St. John Boyle, Sec. & Treas. Samuel G. Boyle, Supt. T. J. Funk, Ch. Engr. of Power Station F. H. Miller.

Directors.—Alex. H. Davis, Syracuse, N. Y.; H. H. Littell, Buffalo, N. Y.; J. B. Speed, St. John Boyle, Harry Bishop, Attilla Cox, J. W. Gaulbert, T. J. Minary, John Stites.

General Office, 12th and Jefferson Sts.

References.—Description of road, Vol. VII, Jan., '91, p. 4 (ill.) Vol. X, Souv., '94, p. 56; annual report, Vol. IX, Mar., '93, p. 198; Vol. X, Apr., '94, p. 275; Vol. X, June, '94, p. 411; description of road (brief), Vol. X, Souv., Oct., '94, p. 55; description of engine, Vol. XV, Jan., '99, p. 8 (ill.).

Date of information, Feb., 1901. z

LOWELL, MASS.

Population in 1880, 59,475, in 1890, 77,696, in 1900, 94,969.

Lowell & Suburban Street Railway Co.—Chartered May 1, 1891. Annual meeting third Thursday in Oct. This is a consolidation of the Lowell Horse R. R. Co. (inc. 1863) and the Lowell & Dracut Street Ry. Co. (inc. 1887). On Nov. 6, 1900, the Nashua St. Ry. Co. was consolidated with this company which, on Nov. 7, 1900, was itself consolidated with the Lowell, Lawrence & Haverhill St. Ry. Co. The capital stock of all the companies being controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1891, due 1911; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Dividends.—The company has paid regular 6 p. c. dividends upon its stock since 1884 and 7 p. c. in 1900.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects from. pass...	$381,934	$369,504	$380,178	$405,651	$453,976
" other sources	†40,804	12,300	9,771	12,597	18,954
" total.........	422,739	381,804	389,949	418,248	472,930
Operating expenses	243,576	234,301	238,059	234,376	260,232
E'rn'gs from op'n..	179,463	147,503	151,890	183,872	212,698
Deduct. from earn.					
Int. on bonds....	50,000	50,000	50,000	50,000	50,000
Int. floating debt.	18,627	24,070	19,375	13,872	6,131
Taxes...........	10,468	13,585	14,984	27,237	31,404
Dep'n and renew.	45,806	42,424	28,303	12,846	31,861
Net income........	54,262	17,424	39,228	79,917	92,302
*Total income......		50,124			
Div. paid 6 p. c.....	36,000	48,000	54,000	60,000	77,000
To surplus account.	18,262	2,124	‡14,772	19,917	15,302
Total surplus acct..	50,213	52,338	37,566	43,641	88,324
P. c. op. ex. to total receipts..........	57.7	61.4	61.0	56.0	755.0
Stock rec'g divs....	600,000	800,000	900,000	1,000,000	1,000,000 1,200,000

*1897. Includes premium $30,000 from sale of 2000 shares stock at $115 and bonus for building, extra $2,700.

†1896. Includes premium $30.000 from sale of 2000 shares stock at $115.

‡From surplus account.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses......	$ 38,753	$ 34,964	$ 36,095	$ 30,609	$ 46,225
Main. of way and bldgs.	27,982	26,270	32,555	31,681	27,847
" of equip....	23,146	19,612	24,888	27,709	26,896
Transportation exps....	153,694	153,454	144,521	144,377	159,264
Total.............	$243,576	$234,301	$238,059	$234,376	$260,232

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Pass. carried.......	7,680,940	7,439,195	7,679,147	8,190,103	9,145,957
Car miles run.......	1,802,093	1,776,205	1,938,352	1,939,163	2,031,777
Total receipts per car mile..........	$.235	$.212	$.200	$.215	$.183
Op.exp.per car mile.	.135	.131	.123	.121	.099

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road.............	$1,204,302	$1,255,255	$1,279,249	$1,331,090
" equipment.......	324,954	332,721	339,830	349,373
Land, bldgs.and mach'y..	584,834	582,693	745,312	722,907
Cash and current assets.	68,849	20.300	77 660	34,599
Other perm. invest's.....	158,367	160,439		
Bills and acc'ts receivable		13,200		
Material and supplies....		48,252	45,166	52,431
Other assets.............	71,798	6,544		
Total................	$2,420,404	$1,946,556	$2,487,217	$2,490,400

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock...........	$1,000,000	$1,000,000	$1,000,000	$1,200,000
Subscription to cap. stk..			101,185	
Funded debt............	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable............	341,404	361,618	296,772	156,430
Special funds............	2,695	4,553	10,000	20,000
Accrued interest.........	16,667	16,667	35,619	25,746
Profit and loss (surplus)..	52,338	37,566	43,641	88,224
Total...............	$2,413,103	$2,420,404	$2,487,217	$2,490,400

Plant and Equipment.—Miles of track (electric), 64.65; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 9 horses, 122 motor cars and 22 trail cars; 3,650 H. P. station plant; Cooper engines, Gen. Elec. dynamos and motors, S. & W. Cahall boilers, Brill, Jones, Newburyport and Stephenson cars; Bemis, Brill and Taylor trucks.

Officers.—Pres. E. M. Tucke, V. Pres. August Fels, Sec. P. F. Sullivan, Treas. Percy Parker, Audr. D. D. Bartlett, Supt. P. T. Begley, Gen. Man. Elwin C. Foster, Gen. Supt. Franklin Woodman, Ch. Engr. Daniel Hart, Elecn. Chas. F. Bancroft.

Directors.—E. M. Tucke, August Fels, Percy Parker, Thos. Costello, E. A. Smith, Miles F. Brennan, M. S. Bernheimer, John Lennon, P. F. Sullivan.

General Office, 333 Union St., Lynn, Mass.

References.—Description of road, Vol. VII, Dec., '91, p. 683 (ill); annual report, Vol. X, Jan., '94, p. 78; flywheel accident, Vol. IX, Apr., '93, p. 208 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 149; pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Feb., 1901. z

Reading & Lowell Street Railway Co.—Chartered Sept. 10, 1895. This road commenced operation in Dec., 1895. On Dec. 31, 1899, this company was consolidated with the Wakefield & Stoneham St. Ry. Co. which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co., the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Operation.	9½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	1899.	3 mos. end. Dec. 31, 1899.
Receipts from pass'gs...	$17,191	$17,374	$16,588	$17,799	$2,955
" other sources..	55	100	151	125	109
" total...........	17,246	17,474	16,739	17,924	3,064
Operating expenses.....	13,847	17,373	15,555	20,549	3,945
Earnings from operation.	3,398	101	1,184	*2,625	*881
Deductions from earnings.					
Interest	1,941	3,029	3,285	3,755	904
Taxes.................	1,188	1,155	785	770	227
Net income..............	269	*4,083	*2,886	*7,150	*2,012
Total surplus............		3,813	*6,699	*13,849	*15,861

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses.........................	$ 2,261	$ 1,960	$ 3,067
Maintenance of way and buildings.......	829	592	1,716
" " equipment...............	872	1,043	1,764
Transportation expenses.................	13,410	11,960	14,002
Total..............................	$17,373	$15,555	$20,549

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried.......................	346,341	332,530	353,245
Car miles run............................	158,415	146,373	140,837
Total receipts per car mile................	$.110	$.114	$.127
Operating expenses per car mile..........	.110	.106	.145

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899,	Dec. 31, 1899.
Cost of road..........	$137,444	$138,764	$140,253	$140,381	$140,381
Cost of equipment.....	14,359	14,535	14,551	14,652	14,652
Cash and current assets	1,692	3,502	2,656	4,051	6,224
Other assets..........	250	529	529	529	529
Profit and loss (deficit)		3,814	6,699	13,849	15,861
Total	$153,745	$161,144	$164,688	$173,462	$177,647

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock.........	$100,000	$100,000	$100,000	$100,000	$100,000
Current liabilities.....	53,476	61,145	64,688	73,284	77,217
Accrued "				178	
Profit and loss (surplus)	269				
Total.............	$153,745	$161,144	$164,688	$173,462	$177,647

Plant and Equipment.—Miles of track (electric), 11.98; 7 motor cars.

Officers.—Pres. & Gen. Man. Elwin C. Foster, V. Pres. P. F. Sullivan, Treas. Charles Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

Directors.—Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone, P. F. Sullivan.

General Office, 333 Union St., Lynn, Mass.

Date of information, Feb., 1901. z

LYNCHBURG, VA.

Population in 1880, 15,959, in 1890, 19,709, in 1900, 18,891.

Lynchburg Electric Railway & Light Co.—Chartered, Feb. 2, 1892 in perpetuity. Municipal franchise granted Oct. 7, 1898, for 40 years. Annual meeting in January. This company is the successor to the Lynchburg Electric Co.

Capital Stock, $250,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000: dated Nov. 1, 1898, due 1934; denom. $1,000; int. payable Jan. and July at office of State Trust Co., of New York, trustee of mortgage.

Treasury bonds issued for reconstruction and re-equipment.

Plant and Equipment.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 17 motor cars. The whole system has now been reconstructed.

Officers.—Pres. R. A. C. Smith, Sec. & Treas. D. D. Mallory, Gen. Man. & Pur. Agt. A. T. Powell, Elecn. & Supt. Power House S. H. Cochran.

Directors.—R. A. C. Smith, W. S. Johnston, H. G. Runkee, R. Harrison, Thos. B. Kent, Isaac Rosenwald, H. D. Macdona.

General Office, Park Ave., Lynchburg, Va. President's and Treasurer's office, 100 Broadway, N. Y.

Date of information, Feb., 1901. d x

Lynchburg & Rivermont Street Railway Co.—This company owns and operates a complete electric lighting plant, and holds contract for lighting city which has seven years to run from Jan. 1, 1899.

Capital Stock, $30,000.

Funded Debt.—*First mortgage 5 p. c. gold bonds, authorized and issued $19,500, covering light and railway properties; dated, June 30, 1898, due 1931; int. payable Jan. and July, at office of National Exchange Bank, Lynchburg, Va.; trustees of mortgage, Blackford & Kirkpatrick.

Second mortgage bonds authorized and issued, $30,500.

* Note.—All previously outstanding bonds were cancelled upon the issue of this mortgage.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T and girder rail; 16 motor cars; Russell and Green engines, Gen. Elec. and West. dynamos and motors, L. & F., Brill and St. Louis cars.

Officers.—Pres. Gen. Man. & Pur. Agt. H. P. Woodson, V. Pres. C. V. Winfree, Sec. & Treas. R. J. Snead, Supt. & Elecn. A. E. Anderson, Ch. Engr. of Power Station J. Barnard.

Directors.—H. P. Woodson, C. V. Winfree, R. O. Horton, R. T. Watts, R. J. Snead, W. C. Ivey, Ellen M. Wall.

General Office, 912 Church St., Lynchburgh, Va.

Date of information, Jan., 1901. z

MACON, GA.

Population in 1880, 12,749, in 1890, 22,746, in 1900, 23,272.

Macon Consolidated Street Railroad Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 5 p. c. refunding coupon gold bonds, authorized, $350,000; issued, $341,000; in treasury, $19,000; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable Mar. and Sept. at office of Old Colony Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$67,555	$69,117	$73,217	$78,987	$94,849
" other sources.......	5,864	5,605	5,547	5,724	5,530
" total...............	73,419	74,722	78,764	84,711	100,379
Operating expenses.........	48,847	53,499	50,688	58,039	69,442
Earnings from operation.....	24,572	21,223	28,076	26,672	30,937
Deductions from earnings.	1896.	1897.	1898.	1899.	1900.
Interest on bonds.......	17,250	20,460	17,250	17,993	17,275
Interest on floating debt.			123	386	3,720
Taxes.................	3,842	3,123	3,900	3,900	3,900
Net income................	3,480	*2,360	6,803	4,383	34,042
Dividends paid.............	2,500				
To surplus account..........	980		3,593	4,393	6,042
Total surplus account........	27,930	25,571	29,164	33,557	34,042
P. c. op. exp. to total receipts.	66.5	71.6	63.3	68.5	68.9

*Deficit.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road....................	$629,890	$502,342	$516,349	$520,324
Cost of equipment...............	231,709	317,881	318,740	315,663
Other permanent investments...	4,000	72,188	78,510	75,415
Cash..........................	1,223	6,010	3,071	4,439
Bills and accounts receivable....	6,748	5,303	2,654	3,858
Total.......................	$873,571	$903,724	$919,524	$919,699
LIABILITIES.				
Capital stock....................	$500,000	$500,000	$500,000	$500,000
Funded debt.....................	345,000	345,000	350,000	350,000
Bills and accounts payable.......	3,000	29,560	35,767	35,657
Profit and loss (surplus).........	25,571	29,164	33,557	34,042
Total.......................	$873,571	$903,724	$919,324	$919,699

Plant and Equipment.—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 30 lb. to 45 lb. T rail; 30 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. P. L. Saltonstall, Sec. D. K. Snow, Trea. S. R. Anthony, Supt. E. E. Winters, Elecn. B. M. Bell.

Directors.—S. Reed Anthony, P. L. Saltonstall, S. F. Kelley, E. E. Winters, A. L. Miller.

General Office, 53 State St., Boston, Mass.

Date of information, Feb., 1901. z

Macon Electric Light & Railway Co.—Chartered in 1898 as the successor to the Macon & Indian Spring Electric Street Ry. Co. In May, 1898, this company acquired at foreclosure sale the electric light plant of the Macon Gas Light & Water Co.

Capital Stock, $100,000,

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated Jan. 1, 1899, due 1929, denom. $500; coupon, but may be registered; int. payable at office of Bowling Green Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 30 lb., 40 lb. and 70 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, American and Lamokin cars.

Officers.—Pres. & Gen. Man. T. J. Carling, Sec. & Treas. J. H. Hertz, Supt. & Elecn. J. T. Nyhan.

General Office, Macon, Ga.

Date of information, Feb., 1901. d x

McKEESPORT, PA.

Population in 1880, 8,212, in 1890, 20,741.

McKeesport, Wilmerding & Duquesne Railway Co.—Chartered Mar. 3, 1898. This company purchased at receiver's sale, by trustee, Aug. 4, 1897, the property of the McKeesport, Duquesne & Wilmerding Ry. Co., which was chartered Aug. 10, 1892, and is now a part of the system of the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

Capital Stock, authorized and issued, $350,000.

Funded Debt, issued, $76,500.

Operation.—Year ending June 30,

	1896.	1897.	1898.	6 mos. ending June 30, 1899.	Year ending June 30, 1900.
Gross receipts...........	$38,295	$52,376	$20,770	$60,634	$90,848
Operating expenses.....	32,293	43,231	16,915	51,689	70,977
Earnings from operation	6,002	9,145	3,855	8,945	19,871
Deductions fr. earnings.	10,641	23,853	2,876	7,196	31,424
Net income............	*4,639	*14,708	979	1,749	*11,553

*Deficit.

Balance Sheet.—Dated June 30.

ASSETS.	1895.	1898.	1899.	1900.
Roads purchased	$545,000	$38,886	$506,112	$502,602
New construction	40,955	3,226		
Cost of equipment	9,973	1,138	19,903	23,953
Real estate			46,629	58,647
Bridges	3,621			
Overhead construction.	10,734			
Bills and accts. receiv.				14,580
Cash	3,173	895	164	
Other assets	31,389	5,334	50	
Profit and loss (deficit)				6,521
Total	$644,845	$399,479	$572,858	$606,303
LIABILITIES.				
Capital stock	$350,000	$350.000	$350,000	$350,000
Funded debt	182,083	41,500	76,500	76,500
Unfunded debt	102,555	7,000	124,114	179,803
Other liabilities	4,485		17,212	
Profit and loss (surplus).	5,722	979	5,032	
Total	$644,845	$399,479	$572,858	$606,303

Plant and Equipment.—Miles of track (electric), 16; gauge, 5 ft. 2½ in.; 45 lb. to 90 lb. T and Girder rail; 13 motor cars; Russell engines, West. dynamos and motors, Laclede cars.

Officers.—Pres. E. C. Converse, V. Pres. J. S. Kuhn, Sec. & Treas. Geo. Sheppard, Gen. Man. Supt. & Pur. Agt. M. E. McCaskey, Ch. Engr. M. French, Elecn. A. W. Hargebt.

Directors.—J. S. Kuhn, Geo. Sheppard, Horace Crosby, Wm. B. Rodgers, W. S. Kuhn, J. L. D. Speer, E. C. Converse.

Date of information, Feb., 1901. b

McKeesport & Youghiogheny Street Railway Co.—Chartered Oct. 30, 1899. This company is a consolidation effected about Feb. 1, 1899, of the Versailles Traction Co. and the Youghiogheny Valley Passenger Ry. Co., and is now a part of the system of the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

Capital Stock, authorized and issued, $200,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds; authorized, $200,000.

Operation.—Year ending June 30, 1900.

Gross receipts	$33,379
Operating expenses	25,435
Earnings from operation	7,944
Deductions from earnings.	
Interest on bonds	8,500
Taxes	471
Other deductions	7,167
Net income	*8,194

*Deficit.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$406,314	Capital stock	$200,000
" equipment	36,794	Funded debt	200,000
Cash	3,238	Loans	51,080
Other assets	5,384	Accounts payable	1,787
Profit and loss (deficit)	1,137		
Total	$452,867	Total	$452,867

Plant and Equipment.—Miles of track (electric), 11.09; gauge, 5 ft. 2½ in.; 60 lb. and 90 lb. T and girder rail; 9 motor cars; West. dynamos, New Castle cars.

Officers.—Pres. E. P. Douglass, V. Pres. R. J. Stoney, Sec. T. C. Pitcairn, Treas. R. J. Stoney, Jr., Gen. Man. Supt. & Pur. Agt. E. W. Davis, Elecn. W. W. Hall.

Directors.—R. J. Stoney, Jr., H. H. Swaney, E. P. Douglass, T. C. Pitcairn, R. V. Pitcairn, Albert Pitcairn.

General Office, 507 Locust St., McKeesport, Pa.

Date of information, Jan., 1901. b

MADISON, IND.

Population in 1880, 8,945, in 1890, 8,936, in 1900, 7,831.

Madison Light & Railway Co.—This company is the successor, by purchase, to the Madison Street Ry. Co.

Capital Stock, authorized, and issued, $75,000.

Funded Debt, issued, $48,000.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars, St. Louis cars.

Officers.—Pres. A. L. Dewar, V. Pres. J. S. Ward, Sec. & Gen Man. C. R. Johnson, Jr., Ch. Engr. of Power Station B. Laidley.

General Office, Madison, Ind.

Date of information, Jan., 1901. z

MADISON, WIS.

Population in 1880, 10,324, in 1890, 13,426, in 1900, 19,167.

Madison Electric Railway Co.—Annual meeting of stockholders the second Tuesday in May at Madison. Fiscal year ends April 30. This company is the successor to the Madison City Ry. Co., Feb. 15, 1898, which was sold under foreclosure.

Capital Stock, $75,000, issued $56,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $140,000; dated Feb. 15, 1898, due 1918; denom. $500; int. payable Feb. and Aug. at office of Savings & Trust Co., of Cleveland, O., trustee of mortgage.

Operation.—Period of	14½ mos., ending May 1, 1899.	Year ending May 1, 1900.
Gross receipts	$56,708	$55,302
Operating expenses	44,146	43,142
Earnings from operation	12,562	12,160
Deductions from earnings.		
Interest on bonds	8,458	7,000
Betterments		4,744
To surplus account	4,104	416

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 24 cars, of which 20 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, St. Louis and Wells & French cars; rent power.

Officers.—Pres. F. W. Oakley, V. Pres. Wm. H. Lamprecht, Sec. & Treas. H. R. Newcomb (42 Euclid Ave., Cleveland, O.), Supt. G. H. Shaw, Elecn. Matthew Stumpf.

Directors.—F. W. Oakley, H. R. Newcomb, P. L. Spooner, Wm. H. Lamprecht, J. H. Palmer, S. M. Hamill, George B. Burrows.

General Office, Main and Baldwin Sts., Madison, Wis.

Reference.—Description of road, Vol. IX, Mar., '93, p. 151 (ill.).

Date of information, Jan., 1901. z

MAHANOY CITY, PA.

Population in 1880, 7,181, in 1890, 11,286, in 1900, 13,504.

Lakeside Railway Co.—Chartered Jan., 1893, in perpetuity. This property is leased to and operated by the Schuylkill Traction Co., of Girardville, Pa.

Capital Stock, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Nov. 1, 1893; due 1923; denom. $100, $500 and $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed by the Schuylkill Traction Co.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; West. engines, West. and Walker dynamos and motors, Lamokin cars.

Officers.—Pres. Dallas Sanders, Philadelphia; Treas, John A. McKee, Gen. Man. E. W. Ash, Supt. & Pur. Agt. F. P. Unger, Elecn. B. L. Eltingham.

Directors.—Dallas Sanders, John A. Johann, A. P. Blakeslee, J. F. Bailey.

General Office, Mahanoy City, Pa.

Date of information, Feb., 1901. d

MANCHESTER, N. H.

Population in 1880, 32,630, in 1890, 44,126, in 1900, 56,987.

Manchester Street Railway.—Chartered July 20, 1876, in perpetuity. In July, 1900, an extension to Goffstown, 8 miles, was placed in operation. The capital stock of this company is now controlled by the Manchester Electric Co.

Capital Stock, authorized and issued, $421,000; par value, $100 per share. $50,000 issued since June 30, 1900.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Jan. 1, 1895, due 1915, but redeemable after Jan. 1, 1905; denom. $500 and $1,000; int. payable Jan. and July, at office of Shoe & Leather Nat'l Bank, of Boston, Mass.; trustee of mortgage, American Loan & Trust Co.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from pass	$143,840	$158,758	$160,326	$169,022
" other sources	2,486	127	1,823	3,982
" total	146,326	158,885	162,149	173,004
Operating expenses	119,800	139,309	126,633	138,250
Earnings from operation	26,526	19,576	35,516	34,754

Deductions from earnings.	1897.	1898.	1899.	1900.
Interest paid	12,509	12,577	12,500	12,990
Taxes	2,243	4,068	4,914	5,100
Net income	11,775	2,931	18,102	16,664
Dividends paid	11,417	6,000	13,500	13,600
To surplus account	358	*3,069	4,602	3,064
Depreciation account			20,120	15,643
Total surplus account		31,161	15,643	3,064
Per c. op. exp. to total receipts	81.9	87.7	78.1	79.9

* Deficit.

DIVIDENDS, in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 10 p. c.; in 1896, 10 p.c.; in 1897, 9 p.c.; in 1898, 3½ p.c.; in 1899 and 1900, 8 p.c.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	3,585,896	3,817,308	3,872,330	4,038,962
Car miles run	887,097	906,492	817,925	742,779
Total receipts per car mile	$.165	$.175	$.202	$.233
Operating exp. per car mile.	.120	.154	.177	.186

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$244,060	$218,866	$266.245	$382,618
" equipment	88,732	154,192	112,791	154,051
Other permanent invests	51,714	79,815	85,081	108,652
Cash and current assets	11,036	463	5,840	51,240
Miscellaneous assets	4,410	1,152	604	
Material and supplies		3,792	257	
Profit and loss (deficit)	12,830			
Total	$412,782	$458,280	$470,818	$696,561
LIABILITIES.				
Capital stock	$150,000	$170,000	$170,000	$371,000
Funded debt	250,000	250,000	250,000	250,000
Unfunded debt			35,345	68,475
Cur'nt and accrued liabilities.	12,782	7,119	1,215	4,022
Profit and loss (surp.)		31,161	14,258	3,064
Total	$412,782	$458,280	$470,818	$696,561

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 70 cars, of which 58 are motor cars and 12 trail cars, 34 other vehicles; Gen. Elec. dynamos and motors, Laconia and Briggs cars; rent power.

OFFICERS.—Pres. W. A. Tucker, Sec. D. A. Taggart, Treas. P. L. Saltonstall, Gen. Man. J. Brodie Smith, Supt. N. H. Walker.

DIRECTORS.—W. A. Tucker, P. L. Saltonstall, J. Brodie Smith, Jr., Walter M. Parker, Chas. T. Means.

GENERAL OFFICE, 21 Depot St., Manchester, N. H. Treas. office, 53 State St., Boston, Mass.

REFERENCES.—Notes, Vol. VII, July, '91, p. 373 (ill.); description of road (brief), Vol. XII, Apr., '96, p. 223 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Feb., 1901. z

Manchester Electric Co.—This company is a consolidation in July, 1900, of the Manchester Street Ry., the Merrimac Electric Light, Heat & Power Co. and the Union Electric Co., previously known as the New England Electric Power Co.

OFFICERS.—Pres. P. L. Saltonstall, Treas. W. A. Tucker, Gen. Man. J. Brodie Smith.

DIRECTORS.—P. L. Saltonstall, W. A. Tucker, J. Brodie Smith, G. H. Hood, W. Scott Fitz, R. S. Bradley, Boston, Mass.; G. B. Chandler, H. E. Parker, R. G. Sullivan, Manchester.

GENERAL OFFICE, Manchester, N. H.

Date of information, Sept., 1900. x

MANISTEE, MICH.

Population in 1880, 6,930, in 1890, 12,812, in 1900, 14,260.

Manistee, Filer City & Eastlake Railway Co.—This road connects Manistee with Filer City and the villages of Eastlake, Stronach, Oak Hill and Parkdale. The total population served is approximately 25,000.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1898, due 1918; denom. $500; int. payable Jan. and July, at office of Metropolitan Trust Co., of New York, trustee of mortgage.

NOTE.—First mortgage bonds are subject to call at 105 in 1903 and thereafter. By the terms of the mortgage, $4,000 shall be drawn by lot at 105, on Jan. 1, 1904, and each year thereafter.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1889.
Total receipts	$36,217	$35,257	$36,159	$38,635	$41,287
Operating expenses	21,783	20,337	20,903	21,742	23,300
Earnings from operatir		[illegible]	15,256	16,893	17,987

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. T rail; 30 cars; 1,150 H. P. station plant; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Pullman and American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. G. A. Hart, V. Pres. R. R. Blacker, Sec. G. W. Swigert, Supt. F. J. Huntoon, Asst. Supt. & Elecn. J. W. M. Benton, Ch. Engr. & Ch. Engr. of Power Station Henry O'Connell.

GENERAL OFFICE, 411 River St., Manistee, Mich.

Date of information, Jan., 1901. z

MANSFIELD, O.

Population in 1880, 9,859, in 1890, 13,473, in 1900, 17,640.

Citizens' Electric Railway, Light & Power Co.—This company is a successor to the Mansfield Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT.—Mansfield Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $125,000: dated Apr. 1, 1891, due 1911; denom. $100 and $500; int. payable Apr. and Oct., at office of the company; trustee of mortgage, Rush Taggart, New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.3; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. girder and T rail; 20 motor cars; Buckeye, Cooper and Ellis engines, 1,000 H. P. station plant, Card and West. dynamos and motors, Akron, Brill, Ford and Laclede cars, Fulton trucks.

OFFICERS.—Pres. S. N. Ford, V. Pres. M. D. Harter, Sec. S. G. Cummings, Treas. & Gen. Man. R. Carpenter, Supt. of Ry. A. J. Haycox, Supt. of Light Wm. Raber, Ch. Engr. J. Morgan, Elecn. M. C. Hoard.

GENERAL OFFICE, Power Station, N. Main St., Mansfield, O.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, Jan., 1901. d

MARCELLUS, N. Y.

Population in 1890, 2,678, in 1900, 2,581.

Marcellus Electric Railroad Co.—Chartered Sept. 30, 1897. Annual meeting first Tuesday in June. To construct an electric Railway from N. Y. Central R. R. station at Marcellus, to Otesco Lake, about 10 miles. It is reported that contracts for construction work were signed in June, 1900.

CAPITAL STOCK, authorized, $200,000.

OFFICERS.—Pres. F. B. Mills, V. Pres. Edward Moir, Sec. J. M. Moir, Treas. J. M. Seymour.

DIRECTORS.—Edward Moir; L. N. Mogg, Edmund Reed, J. M. Seymour, J. M. Moir, John Day, John E. Griffin, John G. Stevens, Charles Brown.

GENERAL OFFICE, Marcellus, N. Y.

Date of information, Feb., 1901. b d

MARIETTA, O.

Population in 1880, 5,444, in 1890, 8,273, in 1900 (local estimates), 14,500.

Marietta Electric Co.—Chartered June 1, 1896, for 50 years. Municipal franchises granted Apr. 7, 1896, for 25 years. Annual meeting fourth Tuesday in Jan. In addition to its railway plant, this company has a franchise for the incandescent lighting of the city.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $100,000, in escrow, $22,000; dated Apr. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of Metropolitan Trust Co., New York, trustee of mortgage.

OPERATION.—	6 mos. ending Dec. 31, 1897.	Year ending Dec. 31, 1898.
Receipts from passengers	$ 8,078	$18,108
" other sources	3,022	7,266
" total	11,100	25,374
Operating expenses	7,173	14,031
Earnings from operation	3,927	11,343
Deductions from earnings.		
Interest on bonds	847	2,515
" " floating debt	1,418	2,131
Taxes	350	1,480
Net income	1,312	5,217
Total surplus account	334	5,551

BALANCE SHEET.— ASSETS.	6 mos. end'g Dec. 31, 1897.	Yr. end'g Dec. 31, 1898.
Cost of road, equip., Light, Heat & Power Plant	$ 98,364	$107,507
Cash	123	858
Bills and accts. receivable	6,833	6,281
Other assets	159	483
Total	$105,479	$115,129

LIABILITIES.	1897.	1898.
Capital stock	$ 30,000	$ 30,000
Funded debt	36,000	53,000
Accrued interest	540	795
Bills and accts. payable	38,605	25,783
Profit and loss (surp.)	334	5,551
Total	$105,479	$115,129

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars and 4 trail cars; Buckeye engines, Walker and Stanley dynamos, Walker motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. A. L. Gracey, V. Pres. N. Moore, Sec. J. S. H, Torner, Treas. & Gen. Man. W. H. H. Jett, Ch. Engr. & Elecn. I. O. Alcorn.

DIRECTORS.—A. L. Gracey, N. Moore, John Kaiser, J. S. H. Torner, W. H. H. Jett, I. O. Alcorn, J. S. Simpson, H. W. Craig, George B. Eyssen.

GENERAL OFFICE, 302 Second St., Marietta, O.

POWER STATION, Norwood, O.

Date of information, Jan., 1901. d

MARINETTE, WIS.

Population in 1880, 5,412, in 1890, 11,513, in 1900, 20,651.

Marinette Gas, Electric Light & Street Railway Co.

CAPITAL STOCK, authorized and issued $115,000.

FUNDED DEBT, authorized, $50,000, issued, $35,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 3 horses; 10 motor cars and 12 trail cars, Hoffman-Billings Co. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. H. C. Higgins, V. Pres. A. C. Merryman, Sec. G. W. Hanley, Treas. J. F. Hancock, Elecn. W. L. Gillett, Ch. Engr. of Power Station F. Billings.

GENERAL OFFICE, 1511 Main St., Marinette, Wis.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 289.

Date of information, Jan., 1900. z

MARION, IND.

Population in 1880, 1,125, in 1890, 8,769, in 1900, 17,337.

Marion Transit Railway Co.—This road was placed in operation Jan. 22, 1900, and is constructing an extension to Converse, 12 miles west of Marion.

CAPITAL STOCK, authorized, $150,000, paid in $60,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 5.25; under construction, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars and 4 trail cars; Ridgway generator, Brownell engine, St. Louis cars.

OFFICERS.—Pres. E. H. Ferree, V. Pres. J. A. Gaunt, Sec. A. S. Wade, Treas. W. T. Cammack, Gen. Man. & Ch. Engr. T. E. Petrie.

GENERAL OFFICE, 4 Marion Block, Marion, Ind.

Date of information, Feb., 1901. d

MARION, O.

Population in 1880, 3,899, in 1890, 8,327, in 1900, 11,862.

Marion Street Railway Co.—Chartered Apr. 27, 1894.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. & Treas. Edward Durfee, V. Pres. Gottfrey Leffler, Sec. Henry Strelitz, Gen. Man. Supt. & Pur. Agt. Wm. P. Jackson.

DIRECTORS.—Gottfrey Leffler, Edward Durfee, G. W. King, Charles Leffler, Henry Strelitz, E. Huber, Fred Haberman.

GENERAL OFFICE, Marion, O.

Date of information, Jan., 1901. z

MARLBOROUGH, MASS.

Population in 1880, 10,127, in 1890, 13,805, in 1900, 13,609.

Marlborough Street Railway Co.—Chartered Mar. 27, 1888, in perpetuity. Annual meeting Jan. 1. This company operates the Framingham, Southborough & Marlborough St. Ry. under a traffic agreement.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share. Dividends payable at First National Bank, of Marlborough.

FUNDED DEBT, first mortgage 6 p. c. gold bonds, $80,000; dated July 1894, due July 1914.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$34.565	$34,766	$38,855	$53,567	$54,041
Operating expenses	27,230	26,335	34,927	45,153	38,212
Earnings from oper.	7,335	8,431	3,928	8,414	15,829
Deduc. from earnings					
Interest	3,705	5,631	3,780	3,780	3,780
Interest on floating debt.			1,395	2,836	2,672
Taxes	1,120	1,413	2,022	1,800	2,894
Special charges	2,006		945		
Net income	504	1,387	*4,214	*2	6,483
Dividends paid	3,200				
To surplus account	*2,696	1,387			
Total surplus account	3,036	4,423	208	206	1,523

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 5,284	$ 4,160	$ 7,062	$ 7,311	$ 4,558
Transportation expenses	18,370	18,609	18,134	27,755	26,610
Maint. of way and build.	2,377	2,463	6,538	4,710	2,832
" " equipment.	1,199	1,104	3,193	5,377	4,312
Total	$27,230	$26,335	$34,927	$45,153	$38,312

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	722,857	718,247	756,465	759,585	766,836
Car miles run	220,151	227,551	223,834	180,974	174,993
Gross recps. per car mile	$.157	$.153	$.174	$.296	$.308
Operat. exp per car mile.	.124	.116	.156	.249	.219

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$111,976	$112,790	$120,172	$121,751	$126,874
" equipment	32,214	32,439	51,549	34,941	33,690
Other perm. property	41,450	40,786	13,716	45,631	45.636
Cash and current assets	71	1,056	2,885	2,445	10,687
Bills and acts. receiv'le.			2,141		
Material and supplies			156		
Other assets	19,671	20,913	976	18,461	17,032
Total	$205,382	$207,984	$191,595	$223,229	$233,919
LIABILITIES.					
Capital stock	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000
Funded debt	80,000	80,000	80,000	63,000	80,000
Current liabilities	40,725	42,007	47,887	59,403	65,973
Other liabilities	1,621	1,554	500	3,621	6,423
Profit and loss (surplus)	3,036	4,423	208	205	1,523
Total	$205,382	$207,984	$191,595	$223,229	$233,919

PLANT AND EQUIPMENT.—Miles of track owned (electric), 8.11; gauge, 4 ft. 8 in.; 38 lb. to 72 lb. T, and 80 lb. to 90 lb. girder rail; 15 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Briggs, Jones and Shaw cars.

OFFICERS.—Pres. James F. Shaw, Sec. & Treas. Geo. A. Butman, Gen. Man. E. P. Shaw, Jr., Supt. & Pur. Agt. H. E. Bradford.

DIRECTORS.—W. S. Reed, E. P. Shaw, Jr., Edward P. Shaw, James F. Shaw, Thomas T. Robinson, S. H. Howe, Geo. A. Butman.

GENERAL OFFICE, 224 Maple St., Marlborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Date of information, Jan., 1901. b

Framingham, Southborough & Marlborough Street Railway Co.—Chartered June 23, 1898. This road is operated under an agreement by the Marlborough St. Ry. Co.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, $60,000; dated Jan. 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—	Aug. 4, to Sept. 30, 1898.	Year ending Sept. 30, 1899.	Year ending Sept. 30 1900.
Total receipts	$3,065	$19,688	$24,559
Operating expenses	2,042	15,301	15,373
Earnings from operation	1,023	4,387	9,186
Deductions from earnings.			
Interest		2,459	4,125
Net income	1,023	1,928	5,061
To surplus account	1,023	1,928	
Total surplus account		2,951	8,012

BALANCE SHEET.—Dated Sept. 30, 1899.

ASSETS.	1899.	1900.
Cost of road	$139,535	$142,561
" equipment	23,034	24,385
Cash and current assets	3,985	10,873
Total	$166,554	$177,819
LIABILITIES.		
Capital stock	$ 80,000	$ 80,000
Funded debt	60,000	60,000
Current liabilities	22,853	28,800
Accrued "	750	1,007
Profit and loss (surplus.)	2,951	8,012
Total	$166 554	$177,819

PLANT AND EQUIPMENT.—Miles of track (electric), 7.6; gauge 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars.

OFFICERS.—Same as Marlborough Street Ry. Co.

DIRECTORS.—Same as Marlborough Street Ry. Co.

GENERAL OFFICE, 224 Maple St., Marlborough, Mass.

Date of information, Jan., 1901. b

MARQUETTE, MICH.

Population in 1880, 4,690, in 1890, 9,090, in 1900, 10,500.

Marquette City & Presque Isle Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $123,100.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $75,000; dated Apr. 1, 1900; int. payable, when issued, Apr. and Oct., at office of American Trust and Savings Bank, of Chicago, trustee of mortgage; the proceeds to be used to cancel prior lien of $37,950 and build an extension of five miles of track.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 lb. 50 lb. and 70 lb. T and Johnson girder rail; 15 cars, of which 8 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. F. O. Clark, V. Pres. J. E. Sherman, Sec. Treas. & Pur. Agt. M. E. Asire, Supt. & Elecn. A. Mellin, Ch. Engr. of Power Station J. H. Wentz.

Date of information, Feb., 1901. z

MARSHALLTOWN, IA.

Population in 1880, 6,240, in 1890, 9,308, in 1900, 11,544.

Marshalltown Light, Power & Railway Co.—Chartered July 7, 1892, for 50 years. Annual meeting second Tuesday in July. This is a consolidation of the Marshalltown Gas Co., the Marshalltown Electric Co., the Marshalltown Passenger Ry. Co., and the Marshalltown Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $130,000, in treasury (see Note), $20,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago, Ill.

NOTE.—The unissued mortgage bonds now in the treasury ($20-000) may be issued and sold only for additions and extensions, at 67 p. c. of cost.

FRANCHISES.—Municipal franchises were granted on June 30, 1892, and expire in 1917. They are exclusive for twenty-five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 6 motor cars and 5 trail cars; 480 H. P. engines; St. Louis, Corliss and Ideal engines, Gen. Elec. dynamos and motors, Pullman, Brill and Stephenson cars, McGuire trucks.

OFFICERS.—Pres. C. D. Jones, Independence, Ia.; Sec. S. B. Hovey, Independence, Ia.; Treas. & Supt. M. W. Hovey, Pur. Agts. Jones & Hovey, Ch. Engr. of Power Station Nathan McCoy.

DIRECTORS.—E. A. Hovey, C. D. Jones, S. B. Hovey, G. S. Woodruff, M. W. Hovey.

GENERAL OFFICE, Marshalltown, Ia.

Date of information, Jan., 1901. z

MARTHA'S VINEYARD, MASS.

Martha's Vineyard Street Railway Co.—This company was organized under Special Act of the Massachusetts Legislature, and is authorized to carry freight, mail and express. The road commenced operating on July 16, 1896. In Mar., 1900, this company purchased the Cottage City St. Ry.

CAPITAL STOCK, authorized, $150,000, paid in, $6,742.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Gross receipts	$1,286	$1,040	$1,441	$1,514
Operating expenses	706	667	956	880
Earnings on operation	$580	373	485	634
Deductions from earnings	36	524	298	313
To surplus account	544	*151	187	321
Total surplus	574	422	609	1,170

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$5,680	$6,142	$ 6,202	$ 7,590	$ 7,685
Other permanent invest.			5,000	5,000	5,000
Cash	558	615	546	1,580	917
Total	$6,238	$6,757	$11,748	$14,170	$13,602
LIABILITIES.					
Capital stock	$3,692	$4,943	$ 4,943	$ 6,542	$ 6,742
Loans and bills payable	2,325	1,241	6,383	7,019	5,000
Other liabilities					690
Profit and loss (surplus)	221	574	422	609	1,170
Total	$6,238	$6,757	$11,748	$14,170	$13,602

PLANT AND EQUIPMENT.—Miles of track (electric), 1.1; gauge, 4 ft. 8½ in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Thomas H. McDonnell, Sec. & Treas. Clarence Burgin, Gen. Man. Supt. Pur. Agt. & Elecn. John A. Duggan.

DIRECTORS.—Thomas H. McDonnell, John R. Graham, John F. Merrill, Fred H. Smith, M. H. Curley, John A. Duggan, Clarence Burgin.

GENERAL OFFICE, 145 Hancock St., Quincy.

Date of information, Feb., 1901. b

MARYSVILLE, CAL.

Population in 1880, 4,321, in 1890, 3,936, in 1900, 4,000.

Marysville & Yuba City Street Railroad Co.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in., 16 lb. steel T rail; 14 mules, 5 horse cars; Stockton cars.

OFFICERS.—Pres. Supt. & Pur. Agt. A. C. Bingham, V. Pres. S. H. Bradley, Sec. H. B. P. Carden.

GENERAL OFFICE, cor. D and 1st Sts.

Date of information, Feb., 1901. z

MASON CITY, IOWA.

Population in 1880, 2,510, in 1890, 4,007, in 1900, 6,746.

Mason City & Clear Lake Traction Co.—This road commenced operation July 3, 1897.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000, outstanding, $94,000; int. payable Jan. and July 15, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage; sinking fund of $3,000 yearly, beginning Jan. 15, 1900, at 103.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 6 are motor cars and 10 trail cars; Allis engines, Walker motors, Pullman cars, Peckham trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. E. Brice, V. Pres. Sec. & Auditor F. J. Hanlon, Ch. Engr. C. T. Dike, Elecn. Wm. McDaniels, Gen. Pass. & Freight Agt. G. A. Emery.

DIRECTORS.—W. E. Brice, F. J. Hanlon.

GENERAL OFFICE, 308 N. Main St., Mason City, Ia.

REFERENCE.—Operating detail, Vol. XIII, Nov. '97, p. 810.

Date of information, Mar., 1901. z

MASSENA, N. Y.

Population in 1890, 2,740.

The Massena Electric Street Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway at Massena, St. Lawrence Co., N. Y. In Sept., 1900, no construction work had been commenced.

CAPITAL STOCK, issued for property, $8,000; cost of road to June 30, 1900, $238.

OFFICERS.—Pres. T. H. Gillespie, 26 Cortlandt St.; V. Pres. Rob't Swan, Massena; Sec. R. A. Johnson.

DIRECTORS.—Thomas H. Gillespie, R. A. Johnson, Robert Walker, Edward M. Dolan, Thomas D. Harris, Willard A. Esselstyn, F. J. Gubelman, H. G. Gillespie, New York City; Robert Swan, Massena.

GENERAL OFFICE, 26 Cortlandt St., N. Y.

Date of information, Jan., 1901. b

MAUCH CHUNK, PA.

Population in 1880, 3,752, in 1890, 4,101, in 1900, 4,029.

Carbon County Electric Railway Co.—Chartered Feb. 4, 1892, for 999 years, to build an electric railway from Weissport to Lehighton, Packerton, Mauch Chunk and Glen Onoko. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT, issued, $60,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$16,879	$17,083	$15,128	$15,970	$14,857
Operating expenses	12,451	13,760	13,263	13,121	12,542
Earnings from operation	4,428	3,323	1,865	2,849	2,315
Deductions from earnings.					
Interest	3,093	2,871	3,090	3,387	3,506
Taxes	338	288	114	314	944
Net income	997	164	*1,339	*852	*2,135

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	*1897.	1898.	1899.	1900.
Unpaid assessments	$	$ 7,076	$ 4,505	$ 3,345
Construction account	66,652	69,274	70,262	70,898
Equipment account	36,094	36,206	36,506	36,581
Bills receivable	699	699	699	632
Cash	3,627	1,009	723	370
Sundries	15,518	228	253	227
Profit and loss (deficit)	5,680	7,020	7,872	10,007
Total	$128,270	$121,512	$120,820	$122,060
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	34,000	46,000	46,000	60,000
Unfunded debt	29,945	15,512	14,820	2,060
Total	$123,945	$121,512	$120,820	$122,060

NOTE.—No balance sheet for 1896 was given out.

*Note discrepancy in footings of assets and liabilities.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 5 ft. 2 in.; 48 lb. and 66 lb. T and girder rail; 6 motor cars; West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. O. C. Godshall, V. Pres. C. Clemmer, Sec. Treas. & Gen. Man. B. Devitt, Supt. Ch. Engr. Pur. Agt. & Elecn. J. A. Bonnell.

DIRECTORS.—A. C. Godshall, A. B. Clemmer, Richard Greenwood, M. R. Swartley, Ed. Filemyr, E. K. Freed, David Kuntz.

GENERAL OFFICE, Bourse Bldg., Philadelphia, Pa.

Date of information, Jan., 1901. b

MAYSVILLE, KY.

Population in 1880, 5,220, in 1890, 5,350.

Maysville Street Railroad & Transfer Co.

CAPITAL STOCK, authorized, $100,000, issued, $30,900.

FUNDED DEBT, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. T rail; 16 cars, of which 9 are motor cars and 7 trail cars.

OFFICERS.—Pres. A. M. J. Cochran, Sec. Treas. & Gen. Man. R. A. Cochran, Supt. L. B. Gray.

GENERAL OFFICE, West 2nd St., Maysville, Ky.

Date of information, Feb., 1901. z

MEADVILLE, PA.

Population in 1880, 8,860, in 1890, 9,520, in 1900, 10,291.

Meadville & Saegertown Street Railway Co.—This road is not yet in operation.

CAPITAL STOCK, authorized, $34,000, paid in, $3,400.

FUNDED DEBT, authorized $90,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, Sec. F. R. Shryock, Treas. Chas. Fahr.

Date of information, Feb., 1901. z

Meadville Traction Co.—This road commenced operation on Apr. 14, 1898.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT, authorized and issued, $300,000.

OPERATION.—Year ending	Nov. 30, 1899.	June 30, 1900.
Gross receipts	$33,302	$32,353
Operating expenses	20,654	26,114
Earnings from operation	12,648	6,239
Deductions from earnings.		
Interest	11,350	7,500
Net income	1,298	*1,261

*Deficit.

BALANCE SHEET.—Dated Nov. 30, 1899.

Assets.		Liabilities.	
Cost of road	$248,300	Capital stock	$350,000
Cost of equipment	56,100	Funded debt	300,000
Other permanent invest.	352,472	Interest	7,500
Cash	85	Accounts payable	1,841
Bills and accts. receivable.	69		
Materials and supplies	1,054		
Profit and loss (deficit)	1,261		
Total	$659,341	Total	$659,341

PLANT AND EQUIPMENT.—Miles of track (electric) 11; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 11 motor cars; Gen. Elec. dynamos and motors; St. Louis and Jewett cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. F. R. Shryock, V. Pres. George D. Trawin, Sec. Cyrus See, Treas. Charles Fahr.

DIRECTORS.—Charles Fahr, Jos. Missick, G. D. Trawin, J. J. Shryock, F. R. Shryock, H. F. Thompson.

REFERENCES.—Description of road, Vol. XIV, July, '98, p. 359 (ill).

Date of information, Feb., 1901. b

MECHANICSBURG, ILL.

Population in 1880, 396, in 1890, 420, in 1900, 476.

Mechanicsburg & Buffalo Railway Co.

CAPITAL STOCK, $12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 10 in.; 16 lb. and 20 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. J. B. Hunter, V. Pres. H. Thompson, Treas. J. T. Fullenwider, Sec. & Gen. Man. L. B. Hall.

GENERAL OFFICE, Mechanicsburg, Ill.

Date of information, Feb., 1901. z

MEMPHIS, TENN.

Population in 1880, 33,592, in 1890, 64,495, in 1900, 102,320.

Memphis Street Railway Co.—Chartered in 1895. Municipal franchise granted in Nov., 1895, for 50 years. Annual meeting fourth Thursday in Jan. This is a consolidation of the Citizens' Street R. R. Co., the City & Suburban Ry. Co., the East End Street R. R. Co. and the Memphis & Raleigh Springs R. R. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—Citizens' Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized $1,000,000, issued, $906,000; coupon, but may be registered; due 1916; denom. $1,000; int. payable Jan. and July, at the American Exchange National Bank, of New York, and in Memphis.

Plant and Equipment.—Miles of track (electric), 75; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 140 motor cars and 40 trail cars; Allis and Penn. engines, Gen. Elec. and Walker dynamos and motors, Pullman and Brill cars.

Officers.—Pres. C. K. G. Billings, V. Pres. & Gen. Man. F. G. Jones, Sec. W. S. McCrea, Treas. Robert L. Benson, Gen. Supt. F. Smith.

Directors.—C. K. G. Billings, Robt. L. Benson, C.H. Ruddock, L. E. Wright, F. G. Jones.

General Office, Walnut & Duboise Sts., Memphis, Tenn.

References.—Description of road, Vol. X, July, '94, p. 444 (ill.); Vol. X, Souv., '94, p. 52 (ill.). RALEIGH STREET RY.—Description of road (brief), Vol. X, July, '94, p. 447; (brief), Vol. X, Souv., '94, p. 52; recent improvements, Vol. XIV., June '98, p. 334.

Date of information, Jan., 1901. z

MENOMINEE, MICH.

Population in 1880, 3,228, in 1890, 10,630, in 1900, 12,818.

Menominee Electric Light, Railway & Power Co.—Chartered July 31, 1891, for 30 years. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $110,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, original issue, $58,000, now outstanding, $26,000; coupon, but may be registered; dated July 1, 1893, due $3,000 per annum, commencing in 1895; denom. $500 and $1,000; int. payable Jan. and July, at First Nat'l Bank of Menominee; trustee of mortgage, G. A. Blesch, Menominee.

OPERATION.—Year ending Apr. 30,

	1896.	1897.	1898.	1899.
Receipts prom passengers	$19,594	$17,094	$16,253	$18,030
Receipts from other sources (lighting plant, &c.)	22,934	22,447	23,440	23,484
Receipts, total	42,528	39,541	39,693	41,514
Operating expenses	25,921	24,801	22,710	25,195
Earnings from operation	16,607	14,740	16,983	16,319

Deductions from earnings.	1896.	1897.	1898.	1899.
Interest, taxes and insurance.	5,373	4,764	4,684	4,247
Net income	11,234	9,976	12,299	12,072
Dividends paid	4,400	2,200	4,400	4,950
Per cent op. exp. to total receipts.	60.9	62.7	57.2	60.6

Per cent of dividends paid.—In 1896, 4 p. c.; in 1897, 2 p. c.; in 1898, 4 p. c.; in 1899, 4½ p. c.; in 1900, 5 p. c.

BALANCE SHEET.—Dated May. 1,

ASSETS.	1896.	1897.	1898.	1899.
Real estate and buildings	$17,065	$19,371	$19,551	$20,290
Power house equipment	52,068	52,797	53,110	59,366
Street Ry. construction	52,230	52,230	52,230	52,850
Electric line "	23,581	24,089	26,163	26,990
Rolling stock	30,056	31,299	27,785	32,100
Accounts receivable	3,604	3,581	3,648	3,622
Material and supplies	3,640	3,422	3,673	4,182
Cash	582	1,798	1,702	255
Total	$182,826	$188,587	$187,862	$199,655

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$110,000	$110,000	$110,000	$110,000
Funded debt	41,000	39,000	36,000	29,000
Bills payable				11,700
Accrued interest	820	780	720	740
Accounts payable		14	408	317
Tickets outstanding	126	137	136	177
Profit and loss (surplus)	30,880	38,656	40,598	47,721
Total	$182,826	$188,587	$187,862	$199,655

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Allis and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. A. Spies, V. Pres. Samuel M. Stephenson, Sec. Treas. & Gen. Man. E. Daniell, Elecn. W. J. McCarthy.

DIRECTORS.—A. Spies, G. A. Blesch, Samuel M. Stephenson, Joseph Flesheim, John Henes.

Date of information, Jan., 1901. z

MERIDEN, CONN.

Population in 1880, 15,540, in 1890, 21,652, in 1900, 24,296.

Meriden Electric Railroad Co.—This is a successor of the Meriden Horse R. R. Co., which was chartered in 1886, in perpetuity. Annual meeting in Sept. In Oct., 1895, the New York, New Haven & Hartford R. R. Co. bought 9,790 of the total 10,000 shares of this company's stock and is now in control.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $415,000, in escrow (see Note), $85,000; dated Jan. 1, 1894, due 1924; int. payable Jan. and July, at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

Meriden Horse R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized, $100,000, now outstanding, $85,000; dated Oct. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$85,000 of the consolidated mortgage bonds are held in escrow to retire the Meriden Horse R. R. Co.'s first mortgage bonds.

OPERATION.—Year ending	Sept. 30,		June 30,	
	1897.	1898.	1899.	1900.
Receipts from passengers	$101,289	$102,612	$106,688	$114,097
" other sources	10,148	3,944	5,435	7,842
" total	111,437	106,556	112,123	121,939
Operating expenses	89,897	79,238	73,912	77,719
Earnings from operation	21,540	27,318	38,211	44,220
Deductions from earnings.				
Interest on bonds	23,875	25,000	25,000	25,000
Taxes	5,274	5,445	5,570	7,365
Net income	*7,609	*3,127	7,641	11,855
Per cent. op. exp. to total rec.	80.7	74.3	65.9	63.6

* Deficit.

STATISTICS OF TRAFFIC.

Year ending	Sept. 30,		June 30,	
	1897.	1898.	1899.	1900.
Passengers carried	2,088,180	2,649,905	2,209,458	2,306,802
Car miles run	601,770	602,966	587,637	646,409
Total receipts per car mile.	$.185	$.176	$.190	$.189
Op. expenses per car mile.	.149	.131	.125	.120

BALANCE SHEET.—Dated	Sept. 30,		June 30,	
ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,530,698	$1,532,914	$1,545,922	$1,564,736
Cost of equipment	31,737	30,594	30,843	45,479
Other permanent invest	41,009	40,987	59,534	60,259
Cash	3,084	9,922	1,433	10,264
Bills and acts. receivable.		380		
Materials on hand	1,127	1,479	1,321	7,079
Other assets	953	376	2,292	2,139
Profit and loss (deficit	42,330	41,279	42,936	38,020
Total	$1,650,939	$1,657.931	$1,684,281	$1,727,976
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	500,000	500,000
Unfunded debt	105,000	118,875	141,900	156,900
Accts. payable	9,173	6,494	8,955	60,717
Acc. ins. (sink. fund)	7,745	9,686	9,196	9,068
Special account	1,291	1,291	1,291	1,291
Interest	27,730	21,585	22,939	
Total	$1,650,939	$1,657,931	$1,684,281	$1,727,976

PLANT AND EQUIPMENT.—Miles of track (electric), 19.7; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T and 90 lb. girder rail; 3 horses; 33 motor cars and 6 trail cars; 67 motors; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. N. H. Heft, Sec. & Treas. W. L. Squire, Supt. W. P. Bristol, Ch. Engr. of Power Station Louis Schlayer.

DIRECTORS.—John L. Billard, John C. Byxbee, E. J. Doolittle, John M. Hall, N. H. Heft, John W. Mix, Charles L. Rockwell.

PRESIDENT'S OFFICE, New Haven, Conn.

Date of information, Feb., 1901. b

Meriden, Southington & Compounce Tramway Co.—This company commenced operation about July 1, 1898.

CAPITAL STOCK, authorized, $300,000, issued, $140,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $120,000; dated Aug. 15, 1898, due 1928; int. payable Jan. and July at office of Colonial Trust Co., of New York; trustee of mortgage, Treasurer State of Connecticut.

OPERATION.—Year ending June 30,	1899.	1900.
Receipts from passengers	$24,769	$36,284
" other sources	2,408	2,771
" total	27,177	39,055
Operating expenses	16,961	24,796
Earnings from operation	10,216	14,259
Deductions from earnings.		
Interest	5,000	5,500
Taxes		1,300
Net income	5,216	7,459
Dividends paid, 1 p. c	1,200	5,200
To surplus account	4,016	2,259

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried	495,397	725,686
Car miles run	218,160	341,390
Total receipts per car mile	$.124	$.114
Operating expenses per car mile	.077	.074

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equip	$220,000	$260,000
Materials and supplies	627	1,504
Cash	3,389	6,052
Accounts receivable		223
Total	$224,016	$267,779
LIABILITIES.		
Capital stock	$120,000	$140,000
Funded debt	100,000	120,000
Profit and loss (surplus)	4,016	7,779
Total	$224,016	$267,779

PLANT AND EQUIPMENT.—Miles of track (electric), owned 13, trackage 2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 15 motor cars; 500 H. P. station plant, Bass engines, West dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. M. H. Holcomb, Sec. & Treas. John A. Hurley, Supt. W. S. Townsend, Ch. Engr. F. Clearwater.

DIRECTORS.—M. H. Holcomb, John A. Hurley, E. N. Sanderson, H. Hobart Porter, Jr., P. W. Wren.

GENERAL OFFICE, Meridan; Supt's office and power station, Milldale, Conn.

Date of information, Mar., 1901. z

MERIDIAN, MISS.

Population in 1880, 4,008, in 1890, 10,624, in 1900, 16,000.

Meridian Street Railway & Power Co.—Chartered Mar., 1883; charter amended in 1897. Controlling interest in this company was purchased in 1900, by John Kemper, of directors.

Capital Stock, authorized, $150,000, issued, $24,000.

Funded Debt, issued, $68,000.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 30 lb. to 77 lb. steel T and girder rail; 12 cars, of which 4 are motor cars and 8 trail cars; Walker motors, Brill and Stephenson cars.

Lighting Plant.—Capacity 135 arc and 1,500 incandescent lights.

Officers.—Pres. H. M. Street, V. Pres. J. M. Buchanan, Sec. Man. & Pur. Agt. C. B. Buchanan, Treas. H. G. Meyer, Gen. Supt. Thos. Neely, Ch. Engr. J. W. Hagemeyer, Elecn. A. B. Cargill.

Directors.—J. M. Buchanan, G. W. Meyer, H. M. Street, John Kemper, H. G. Meyer.

Date of information, Mar., 1901. x

MERRILL, WIS.

Population in 1890, 6,809, in 1900, 10,268.

Merrill Railway & Lighting Co.—Chartered 1890, for 30 years. Municipal franchise granted 1890, for 30 years. Annual meeting 2nd. Tuesday in Jan.

Capital Stock, authorized and issued, $20,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized $56,000 and issued, $54,000; dated May 1, 1890, due 1910; denom. $1,000; int. payable May and Nov., at office of Northern Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 1.63; gauge, 4 ft. 8½ in.; 38 lb. Johnson girder rail; 3 motor cars; West. and Gen. Elec. dynamos and motors, Jones cars.

Officers.—Pres. J. N. Cotter, V. Pres. John Daly, Sec. Treas. Gen. Man. & Pur. Agt. E. S. King, Supt. & Elecn. H. M. Kellogg.

Directors.—J. H. Cotter, John Daly, John A. Day. F. P. Hixon, E. S. King.

General Office, 1014 Main St., Merrill, Wis.

Date of information, Feb., 1901. z

MICHIGAN CITY, IND.

Population in 1880, 7,366, in 1890, 10,776, in 1900, 14,850.

Lake Cities Electric Railway Co.—Chartered Nov. 19, 1892, in perpetuity. This company is a successor to the Citizens' Street Ry. Co. In Feb., 1898, I. I. Spiro was appointed receiver, and is now (Feb., 1901) in charge.

Franchises.—Municipal franchises granted in 1894, expire in 1944.

Capital Stock.—Common stock, authorized and issued, $200,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $100,000; issued, $50,000, in treasury, $50,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued $75,000, in escrow (see Note), $225,000; coupon, but may be registered; dated Feb. 1, 1893, due 1923; denom. $500; int. payable in gold, at office of Metropolitan Trust Co., of New York City, trustee of mortgage.

Note.—The mortgage deed provides for an ultimate total issue of bonds of $300,000, of which $225,000 are placed in escrow with the Metropolitan Trust Company, of New York, trustee of mortgage. These escrow bonds are, in reality, treasury bonds, and are to be issued only for the actual cost of the necessary extensions of track overhead construction, paving, equipment, betterments, additions to plant, erection of power house and car house, purchases of real estate, purchase and erection of boilers, engines, generators, poles, wire and other necessary machinery to extend the road and lighting plant and keep them in first-class condition, and thereby meet the demands of the public from year to year for extensions and improvements. The supplemental mortgage provides restrictions and safeguards in great detail as to bringing out the treasury bonds, and the use of the funds resulting therefrom.

The bonds are semi-municipal in character, as by the terms of the supplemental mortgage the sum of $375 per month is set aside by the city from the gross sums earned on city contracts (paid direct to the trustee by the city), to meet the interest on the $75,000 of bonds already issued. As the lighting contract of the city has more than four years to run, the interest is practically guaranteed by the city, exclusive of earnings from the street railway plant, or from commercial lighting. No additional bonds can be brought out unless the net earnings for the previous year equal the interest on the outstanding bonds and 10 p. c. on the bonds to be certified.

Lighting Plant.—This company owns an unlimited time franchise for commercial lighting, and has a well equipped plant for public and commercial lighting. The equipment consists of 2-225 H. P. Corliss engines, 600 H. P. boilers, 5-50 arc light dynamos, 1-120 K. W. Stanley alternator, pole line and other necessary appliances. The lighting business grew very rapidly during 1899.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. and 72 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; 500 H. P. engines, 175 K. W. dynamos, West. dynamos and motors, Laclede cars.

Officers —Receiver & Pur. Agt. Isidore I. Spiro, Supt. & Elecn. F. H. Root, Ch. Engr. Power Station Geo. F. Taber.

General Office, Wabash & 2d Sts., Michigan City, Ind.

Date of information, Feb., 1901. z

MIDDLETOWN, CONN.

Population in 1880, 6,828, in 1890, 9,013, in 1900, 9,589.

Middletown Street Railway Co.—Chartered May, 1864; organized 1873; road opened Sept. 14, 1887. Annual meeting third Wednesday in July. The Portland Street Ry. Co. was consolidated with this company in Jan., 1898.

Capital Stock, authorized, $200,000, issued, $135,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $150,000; due 1915; denom. $500; int. payable June and Dec., at Middlesex County National Bank; trustee of mortgage State Treasurer.

Operation.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	*9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Receipts from pass. ..	$23,002	$21,328	$18,139	$36,77	$36,742
" other sources	331	300	264	3,741	3,679
" total ..-......	23,333	21,628	18,403	40,511	40,421
Operating expenses...	16,437	15,910	13,551	29,383	29,210
Earnings from op......	6,897	5,718	4,852	11,128	11,211
Deduc. from earnings.					
Taxes	814	1,078	962	1,540	1,608
Interest	4,065	203	190	7,820	7,491
Net income...........	2,018	4,437	3,700	1,768	1,662
Dividends paid	3,000				1,350
To surplus account....					312

Dividends, in Aug., 1895, 2 p. c.; in 1896, 4 p. c.; in 1900, 1 p. c.

* 1898 operation figures include the Portland Street Ry. from Jan. 29 to June 30, 1898.

Statistics of Traffic. Year ending Sept. 30,	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried....	487,954	466,340	401,948	880,151	887,031
Car miles run.........	117,598	107,427	102,801	199,297	194,728
Tot. recpts. p. car mile.	$.200	$.201	$.180	$.203	$.207
Op. exps. p. car mile..	.140	.148	.132	.147	.150

Balance Sheet.—Dated Assets.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road and equipment..	$149,406	$140,949	$236,668	$269,834
Other permanent invest.....	8,895	8,500	8,500	
Cash......................	308	411	485	1,950
Accounts receivable.........	14	37	50	
Other assets...............	151	791	817	1,176
Material and supplies........				258
Profit and loss (deficit).......	*9,043	17,500	19,017	18,286
Total...................	$167,817	$168,188	$265,537	$291,504
Liabilities.				
Capital stock..............	$ 75,000	$ 75,000	$135,000	$135,000
Funded debt..............	90,000	90,000	120,000	145,000
Unfunded debt.............	1,700	2,600	9,900	9,350
Accounts payable...........	1,117	588	637	2,154
Total...................	$167,817	$168,188	$265,537	$291,504

* This deficit existed when the road was operated by horses, and has been brought forward.

Plant and Equipment.—Miles of track (electric), 9.9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 1 horse, 13 motor cars, and 9 trail cars; 330 K. W. generators, T. H. & Eddy dynamos, Gen. Elec. motors, Brill and Jackson & Sharp cars, Brill trucks.

Officers.—Pres. & V. Pres. A. C. Allison, Sec. & Treas. J. K. Guy, Gen. Man. & Supt. E. W. Goss.

Directors.—A. C. Allison, Oliver Gildersleeve, Geo. D. Chapman, S. H. Wagner, Jas. K. Guy.

General Office, 265 Main St., Middletown, Conn.

Reference.—Operating detail, Vol. XIII, Feb., '97, p. 98 (ill.).

Date of information, Feb., 1901. b

MIDDLETOWN, N. Y.

Population in 1880, 8,494, in 1890, 11,977, in 1900, 14,522.

Middletown-Goshen Electric Railway Co.—Chartered Oct. 25, 1899. This company is the successor by purchase on Nov. 9, 1899, of the Middletown-Goshen Traction Co., which was chartered June 30, 1893, for 99 years. Municipal franchise granted June 29, 1893 for 99 years. Annual meeting last Monday in July. Operation commenced May 8, 1894. The Middletown-Goshen Traction Co. was a consolidation of the Middletown-Goshen Traction Co. and the Middletown-Bloomingburgh Electric Ry. Co. On Nov. 6, 1898, Wm. B. Royce was appointed receiver. On June 19, 1899, the old corporation was dissolved, Wm. B. Royce being continued as receiver in the interest of the stockholders, who reorganized it as stated above.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—Middletown-Goshen Traction Co.'s first mortgage 4 p. c. (see note) gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1894, due 1919; denom. $1,000; int. payable Jan. and July, at Farmers Loan & Trust Co., of New York, trustee of mortgage.

Middletown-Bloomingburgh Electric Ry. Co.'s first mortgage 4 p. c. bonds, authorized, $200,000, issued, $75,000; dated May 1, 1895, due 1920; denom. $1,000; int. payable May and Nov.

OPERATION.—	Year ending June 30. 1897.	1898.	Period Nov.6, 1898 to June 30, 1899.	Yr. endg. June 30, 1900.
Receipts from pass.	$46,665	$45,090	$19,767	$46,426
" other sources	1,245	1,530	1,611	405
" total	47,910	46,620	21,378	46,831
Operating expenses	40,798	37,348	21,267	40,756
Earnings from operation	7,112	9,272	111	6,075
Deductions from earnings.				
Interest	16,500	16,574	10,770	10,367
Taxes	1,546	1.622	844	1,250
Other expenses	3,599	3,287		2,625
Net income	*14,532	*12,211	*11,503	*8,167
Total surplus account	*15,993	3,079		
P. c. op. exp. to total recpts.	85.2	80.1		

*Deficit.

STATISTICS OF TRAFFIC.	Year ending June 30, 1897.	1898.	Period Nov. 6, 1898, to June 30 1899.	Yr. endg. June 30, 1900.
Revenue pass. carried	1,018,843	996,731	434,789	994,684
Transfer " "			23,233	49,848
Car miles run	449,963	421,845	237,654	395,712
Total recpts. per car mile	$.106	.110	$.089	$.118
Oper. exps. per car mile	.090	.088	.089	.103

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	†1899.	1900.
Cost of road and equip.	$561,693	$562,690	$565,011		$375,535
Treasury stks. and bds.	250,000				
Cash	375	4	2,300	406	908
Bills and accts. rec'v'ble	1,123	647	4,155		
Material and supplies	2,866	2,861	78	1,682	
Profit and loss (deficit).	737	15,993		11,504	3,805
Total	$816,794	$582,195	$571,544	$13,592	$380,248
LIABILITIES.					
Capital stock	$400,000	$275,000	$275,000		$100,000
Funded debt	400,000	275,000	275,000		275,000
Bills and accts. payable.	4,224	785	8,368		
Loans		22,756		2,821	748
Interest			9,000	10,771	4,500
Sundries	12,570				
Other liabilities		8,654	1,097		
Profit and loss (surp)			3,079		
Total	$816,794	$582,195	$571,544	$13,592	$380,248

†Receiver's Balance Sheet.

PLANT AND EQUIPMENT.—Miles of track, (electric) 12.84; gauge, 4 ft. 8½ in.; 65 lb. and 110 lb. T and girder rail; 16 motor cars and 4 trail cars; Payne engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. Wm. B. Royce, V. Pres. Wm. F. Biddle, Philadelphia; Sec. & Treas. H. B. Royce, Supt. Samuel Gausmann, Ch. Engr. of Power Station J. J. Walker.

DIRECTORS.—Wm. F. Biddle, 4,305 Spruce St., Philadelphia, Pa.; Wm. B. Broomall, Chester, Pa.; L. A. Duhring, 1,411 Spruce St., Philadelphia, Pa.; J. P. Brosius, 2,034 Spruce St., Philadelphia, Pa.; E. H. Pyle, Room 660 Broad St. Station, Philadelphia, Pa.; J. H. Roop, Chester, Pa.; F. D. Graham, Stephen Girard Bldg., Philadelphia, Pa.; W. B. Royce, Middletown, N. Y.; H. B. Royce, Middletown, N. Y.

GENERAL OFFICE, Middletown, N. Y.

Date of information, Dec., 1900. z

MILFORD, CONN.

Population in 1890, 3,811, in 1900, 3,783.

Milford Street Railway Co.—Chartered Dec. 12, 1896. This company commenced operation of its road from Washington Bridge to Milford, June 11, 1898, and balance of road from Milford to Woodmont July 2, 1898. The capital stock of this company is now controlled by the United Gas Improvement Co., of Philadelphia.

CAPITAL STOCK, authorized, $350,000, issued, $100,000; par value, $100 per share.

OPERATION.—Period ending June 30,

	1899.	1900.
Receipts from passengers	$15,304	$27,555
" other sources	11,626	70
" total	26,930	27,625
Operating expenses	18,655	13,526
Earnings from operation	8,275	14,099
Taxes		420
Interest		283
Net income		13,396

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$157,006	$153,187
Accounts receivable	15	5,111
Cash	1,339	3,613
Total	$158,360	$161,911
LIABILITIES.		
Capital stock	$100,000	$100,000
Accounts payable	30,301	28,521
Loans	18,000	
Accrued Taxes		315
Profit and loss (surplus)	10,059	33,075
Total	$158,360	$161,911

PLANT AND EQUIPMENT.—Miles of track (electric), 14.1; 55 lb. to 70 lb. rail; cars leased from Bridgeport Traction Co.

OFFICERS.—Pres. A. M. Young, V. Pres. Randal Morgan, Sec. H. G. Runkle, Treas. Lewis Lillie, Gen. Man. Walton Clark, Supt. J. E. Sewell, Waterbury, Conn.

DIRECTORS.—A. M. Young, M. J. Warner, Branford; Randal Morgan, Philadelphia, Pa.; H. G. Runkle, Plainfield, N. J.; A. W. Paige, Bridgeport.

GENERAL OFFICE, Milford, Conn.

Date of information, Feb., 1901. b

MILFORD, MASS.

Population in 1880, 9,310, in 1890, 8,780, in 1900, 11,376.

Milford, Attleboro & Woonsocket Railway Co.—This road was placed in operation between Franklin and Woonsocket, Oct. 1, 1899, connecting with the Milford, Holliston & Framingham road. In July, 1900, it was reported that this company, the Milford, Holliston & Framingham Street Ry. Co. and the Marlboro, Westboro & Grafton Street Ry. Co. were to be consolidated.

CAPITAL STOCK, authorized and issued, $200,000,; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000; dated Oct., 1899, due 1919; denom. $1,000; int. payable Apr. and Oct.

OPERATION.—Year ending Sept. 30, 1900.

Receipts from passengers	$41,819
" " other sources	322
" total	42,131
Operating expenses	22,113
Earnings	20,018
Deductions from earnings.	
Interest	4,653
Taxes	3,214
Other deductions	1,607
Net income	10,544

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$348,733	Capital stock	$200,000
" equipment	56,510	Funded debt	200,000
Other permanent invests.	120,201	Loans and notes payable.	99,876
Cash and current assets	13,882	Accounts payable	25,692
		Accrued liabilities	3,214
		Profit and loss (surplus)	10,544
Total	$539,326	Total	$539,326

PLANT AND EQUIPMENT.—Miles of track (electric), 30.5; gauge, 4 ft. 8½ in.; 20 motor cars, 3-200 H. P. Babcock & Wilcox boilers, Filer & Stowell engines, 1-250 and 1-325 K. W. West. generators.

OFFICERS.—Pres. Geo. W. Wiggin, Treas. Edgar K. Ray, Sec. Wm. H. Tylee, Supt. Herbert M. Young.

DIRECTORS.—George W. Wiggin, Joseph F. Ray, Edgar K. Ray, Wm. S. Reed, Wm. H. Tylee, Chas. H. Shippee, A. D. Thayer.

GENERAL OFFICE, Franklin, Mass.

Date of information, Feb., 1901. b

Milford, Holliston & Framingham Street Railway Co.—This company commenced operations on May 15, 1896. In 1897 this company purchased the entire capital stock of the Milford & Hopedale Street Ry. Co. In July, 1900, it was reported that this company, the Milford, Attleboro & Woonsocket Street Ry. Co. and the Marlboro, Westboro & Grafton Street Ry. Co. were to be consolidated.

CAPITAL STOCK, authorized and issued, $252,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $165,000; dated Jan. 1, 1898, due 1918.

OPERATION.—Year ending Sept. 30,

	1897.	1898.*	1899.	1900.
Gross receipts	$48,466	$83,472	$94,449	$121,708
Operating expenses	34,051	49,999	55,651	80,998
Earnings from operation	13,815	33,473	38,798	40,710
Deductions from earnings.				
Interest and discount	3,760	8,305	10,178	10,600
Taxes	2,269	3,209	3,492	6,851
Other deductions		1,717	2,810	3,392
Net income	7,785	20,242	22,318	19,867
Dividends paid	7,500		16,800	17,640
To surplus account	285		5,518	2,227
Total surplus account	482	17,424	22,941	29,670

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$163,758	$250,035	$265,178	$269,724	$271,400
" equipment	28,035	44,061	60,461	62,049	81,219
Other permanent invsts.	5,205	5,633	82,591	101,387	117,529
Cash and current assets.	557	4,116	7,345	18,761	6,368
Other assets		1,850	2,305	2,281	3,136
Total	$197,555	$305,695	$417,880	$454,202	$479,652
LIABILITIES.					
Capital stock	$150,000	$150,000	$210,000	$210,000	$252,000
Funded debt			165,000	165,000	165,000
Current liabilities	47,359	155,213	25,456	54,198	30,919
Accrued "				2,063	2,063
Profit and loss (surplus).	109	482	17,424	22,941	29,670
Total	$197,555	$305.695	$417,880	$454,202	$479,652

PLANT AND EQUIPMENT.—Miles of track (electric), 21.68; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 31 motor cars, 3 snow plows; Jackson & Sharp cars, 2 Slater engines, direct connected to 325 and 225 K. W. Gen. Elec. generators, 2 Ball compound engines for elec. light power, 4 boilers.

OFFICERS.—Pres. Jno. T. Manson, New Haven, Conn.; V. Pres. S. Harwood, Sec. W. Williams, 8 Congress St., Boston; Treas. & Gen. Man. E. W. Goss, Supt. M. E. Nash, Milford.

DIRECTORS.—H. C. Fuller, Chas. E. Graham, Jas. E. Walker, Arthur R. Taft, Sydney Harwood, J. W. Downs, J. T. Manson.

GENERAL OFFICE, Milford, Mass.

REFERENCES.—Cost of electric power generation, Vol. XIV, Sept. '98, p. 492; operating detail, Vol. XIV., Sept., '98, p. 489.

Date of information, Feb., 1901. b

Milford & Uxbridge Street Railway Co.—This company was organized June, 1900, to construct an electric railway from Milford connecting with the Milford, Holliston & Framingham Ry. at Hopedale, through Mendon & Wheelockville to Uxbridge.

CAPITAL STOCK, authorized, $50,000, paid in, $10,000.

FUNDED DEBT, authorized, $50,000.

OFFICERS.—Pres. Jno. T. Manson, Sec. & Treas. E. W. Goss.

DIRECTORS.—Jno. T. Manson, Harvey Harwood, Arthur R. Taft, James Daley, Julius A. George, Samuel A. Andrews.

GENERAL OFFICE, Milford, Mass.

Date of information, Jan., 1901. x

MILLBURY, MASS.

Population in 1880, 4,741, in 1890, 4,428, in 1900, 4,460.

Worcester & Blackstone Valley Street Railway Co.—This is a reorganization of the Blackstone Valley Street Ry. Co., which was sold at receiver's sale on Apr. 23, 1897. This road is operated by the Worcester & Suburban Street Ry. Co.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

OPERATION.—From June 30, 1897, to

	Sept. 30, 1897.	—Year ending Sept. 30,— 1898.	1899.	1900.
Total receipts	$2,025	$14,070	$16,561	$18,717
Operating expenses	2,031	11,498	14,876	16,008
Earnings from operation	*6	2,572	1,685	2,709
Taxes	72	.70	948	878
Net income	*78	2,502	737	1,831
Dividends			2,400	2,400
To surplus account			*1,663	*569
Total surplus account		2,423	936	246

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$95,984	$49,724	$77,185	$ 98,104	$143,513
" equipment	3,300	10,763	11,535	15,091	15,091
Land and buildings	362	189	314	3,324	5,493
Cash and current assets	13	1,381	1,283	1,468	5,069
Other assets		202	1,063	453	286
Profit and loss (deficit)		78			
Total	$99,659	$62,337	$91,390	$118,440	$169,452
LIABILITIES.					
Capital stock	$47,800	$60,000	$60,000	$ 60,000	$ 60,000
Loans and notes payable	50,000				106,564
Accrued taxes	599				
Other liabilities	1,260	2,337	28,967	57,504	2,642
Profit and loss (surplus)			2,423	936	246
Total	$99,659	$62,337	$91,390	$118,440	$169,452

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge 4 ft. 8½ in.; 80 lb. T rail, 8 motor cars; West dynamos and motors, Wason cars.

OFFICERS.—Pres. Matthew J. Whittall, Sec. Willard E. Ballou, V, Pres. & Treas. Alfred Thomas, Supt. & Pur. Agt. J. B. Gorman.

DIRECTORS.—Matthew J. Whittall, Alfred Thomas, Frederick W. Moore, Thomas T. Wilmarth, Willard E. Ballou, M. P. Whittall, Frederick E. Chase.

GENERAL OFFICE, Millbury, Mass.

Date of information, Jan., 1901. b

MILLVILLE, N. J.

Population in 1880, 7,660, in 1890, 10,002, in 1900, 10,583.

Millville Traction Co.—Chartered 1894, for 100 years. Annual meeting Aug. 1. This company leases and operates the Millville Rapid Transit Co., for 999 years from 1894, at an annual rental of $1.00.

CAPITAL STOCK, authorized, $400,000, issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $88,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug. at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$11,894	$9,253	$6,327	$4,851	$5,902
Operating expenses	14,044	12,036	10,560	6,391	7,760
Deficit from operation	2,150	2,783	4,233	1,540	1,858

PLANT AND EQUIPMENT.—Miles of track (electric), 3.64; gauge, 4 ft. 8½ in.; 48 lb. rail; 9 cars, of which 6 are motor cars and 3 trail cars; 200 H. P. station plant; Ball & Wood engines, Gen. Elec. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. & Gen. Man. Geo. B. Langley, Sec. & Treas. D. C. Lewis.

DIRECTORS.—Geo. B. Langley, Geo. Wood, R. B. Radcliffe, W. D. Kemble, H. B. Kemble, S. M. Souder, H. Mulford, H. O. Newcomb, M. Ludlam, W. B. Munroe, J. K. Russell.

Date of information, Jan., 1901. b x

MILWAUKEE, WIS.

Population in 1880, 115,587, in 1890, 204,468, in 1900, 285,315.

The Milwaukee Electric Railway and Light Co.—Chartered Feb., 1896, as a successor to The Milwaukee Street Ry. Co., which was sold under foreclosure of mortgage, Jan. 29, 1896. This company has a five-year contract for city lighting expiring Dec., 1905. The company owns the entire capital stock of the Milwaukee Light, Heat & Traction Co.

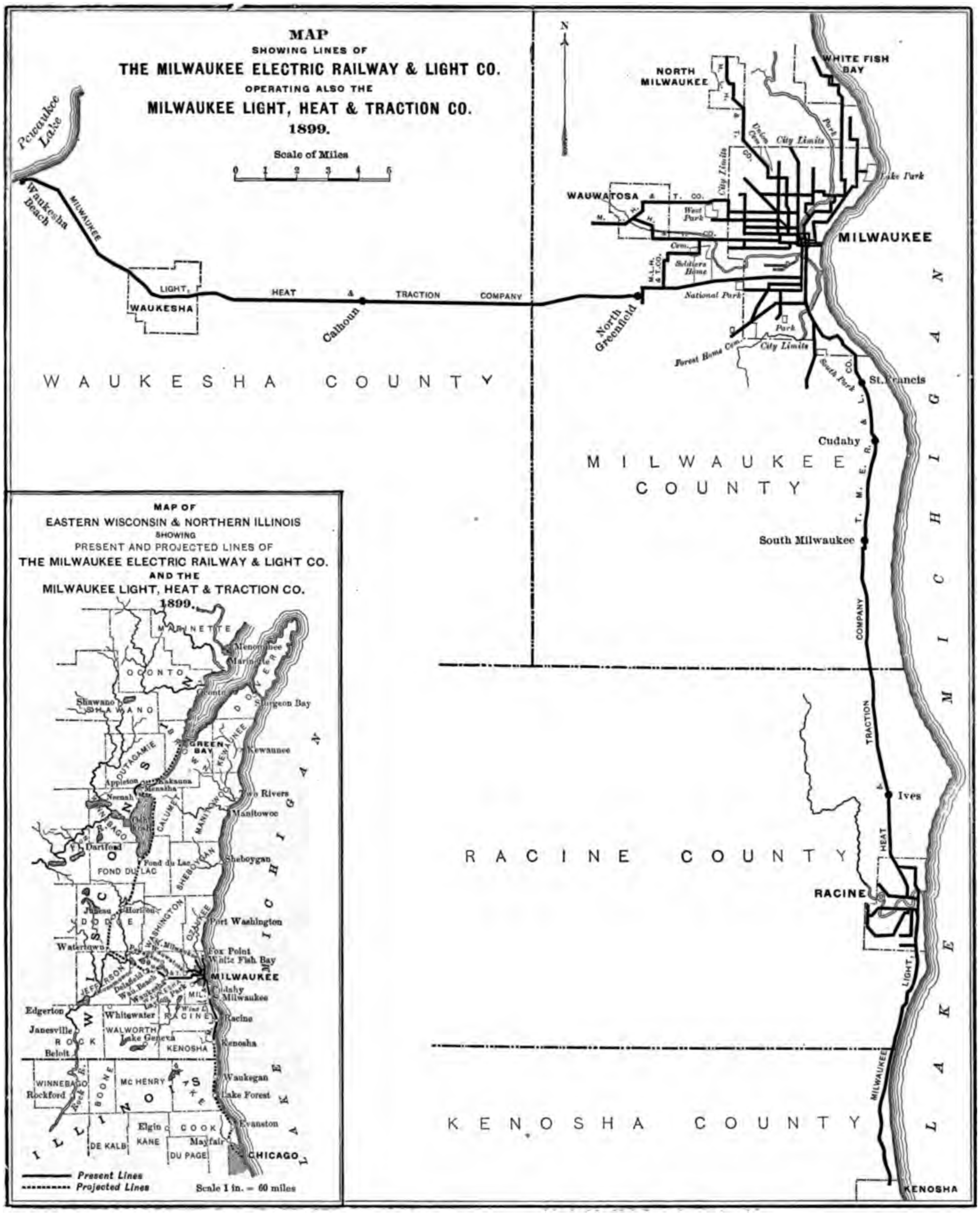
Capital Stock.—Common stock, authorized, $15,000,000, issued, $3,500,000; par value, $100 per share; increased Jan., 1901, to $15,000,000.

6 p. c. non-cumulative preferred stock, authorized and issued, $4,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $8,000,000, issued, $6,500,000, in escrow (see Note), $1,500,000; dated 1896, due Feb. 1, 1926; int. payable Feb. and Aug. (see Note), at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

Milwaukee City R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1888, due 1908; int. payable June and Dec., at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

West Side R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1889, due 1909; int. payable Jan and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.



MAP SHOWING LINES OF THE MILWAUKEE ELECTRIC RAILWAY & LIGHT CO. OPERATING ALSO THE MILWAUKEE LIGHT, HEAT & TRACTION CO. 1899.

MAP OF EASTERN WISCONSIN & NORTHERN ILLINOIS SHOWING PRESENT AND PROJECTED LINES OF THE MILWAUKEE ELECTRIC RAILWAY & LIGHT CO. AND THE MILWAUKEE LIGHT, HEAT & TRACTION CO. 1899.

Street Railway Journal

The company has also guaranteed the principal and interest of $5,000,000, of the first mortgage bonds (issued $1,829,000) of Milwaukee Light, Heat & Traction Co. (which see for description).

Note.—The Milwaukee City R. R. Co.'s bonds are a first lien on about 41 miles of track; the West Side R. R. Co.'s mortgage is a first lien on about 18 miles of track; the consolidated mortgage is a first lien on about 82 miles of track and upon the electric lighting plant and other property of the company; and a second lien on the remainder (59) miles.

$1,500,000 of the first consolidated mortgage bonds are held in escrow to retire the Milwaukee City R. R. Co.'s bonds and the West Side R. R. Co.'s bonds.

Under the plan of re-organization, holders of the old consolidated mortgage bonds received $617.56 in the new bonds and $382.44 in preferred stock for each $1,000 surrendered. Holders of the second consolidated mortgage bonds received $2,000 in common stock for each $1,000 surrendered. Holders of unfunded coupons received their par value in preferred stock. Holders of the coupons of June, 1895, received 61.756 p. c. of their par value in cash.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.
Receipts from passengers, etc......	$1,520,752	$1,668,963	$1,850,086
" " lighting, etc.........	263,710	327,643	354,450
" " other sources........	26,359	10,533	16,162
" total......................	1,810,821	2,007,139	2,220,698
Operating expenses...............	943,225	1,026,403	1,129,787
Earnings from operation...........	867,596	980,736	1,090,911
Taxes........................	63,358	82,498	87,451
Depreciation reserve...........	324,000	324,000	324,000
Interest on bond. and float. debt	383,224	401,184	413,213
Net income........................	97,014	173,054	266,247
Dividends.........................		52,500	210,000
To surplus account................		120,554	56,247

Quarterly dividends of 1½ p.c. on preferred stock since Nov., 1899.

Plant and Equipment.—Miles of track (electric), 141; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. girder and T rail; 50 horses, 382 motor cars, Allis engines, Gen Elec. dynamos and motors, Brill, Brownell, Jones, Barney & Smith, Pullman and St. Louis cars.

Officers.—Pres. Wm. Nelson Cromwell, V.Pres. Henry C. Payne, Milwaukee; Sec. C. A. Spofford, New York; Treas. Geo. R. Sheldon, New York; Gen. Man. John I. Beggs, Audr. H. C. Mackay, Supt. of Lighting Dept. O. M. Rau, Ch. Engr. of Power Stations C. P. Wilson.

Directors.—Chas. W. Wetmore, Geo. R. Sheldon, Wm. N. Cromwell, Chas. A. Spofford, S. W. Burt, all of New York; Henry C. Payne, F. G. Bigelow, Chas. F. Pfister, John I. Beggs, of Milwaukee.

General Office, 451 Broadway, Milwaukee, Wis. New York Office, Johnston Bldg., 30 Broad St.

References.—Description of road, Vol. VIII, June, '92, p. 340 (ill.); Vol. IX, Feb., '93, p. 101; Vol. IX, Oct., '93, p. 622 (ill.); curve, Vol. IX, Feb. '93, p. 109 (ill.); track construction, Vol. X, Sept. '94, p. 576 (ill.); increase of bonds, Vol. X, Mar., '94, p. 213; operating detail, transfers, Vol. X, July, '94, p. 461 (ill.); operating detail Vol. XI, Feb., '95, p. 92; fire in car barns, Vol. IX, Feb., '93, p. 84 (ill.); description of controller diagram (brief), Vol. XII, May, '96, p. 290, (ill.); strike, Vol. XII, July, '96, p. 442; operating detail, Vol. XII, Sept., '96, p. 524. MILWAUKEE ELECTRIC RY.—Short description of road, Vol. IX, Oct. '93, p. 632. WEST SIDE R. R.—Description of road, Vol. IX, Oct., '93, p. 631 (ill.). MILWAUKEE STREET RY. CO.—Plan of reorganization, Vol. XI, July, '95, p. 485.—MILWAUKEE ELECTRIC RY. & LIGHT CO.—Changes and additions to line, Vol. XIV, Jan. '98, p. 52; annual report Vol. XVI, Feb. 10, '00, p. 186 (tables); car hour unit, Vol. XVI, Sept. 1, '00, p. 821.

Date of information, Feb., 1901. x

For map of road see page 155.

Milwaukee Light, Heat & Traction Co.—Chartered Dec. 14, 1896. Annual meeting third Monday in Feb

This company owns the entire capital stock of, and operates the following companies.

Milwaukee & Wauwatosa Motor Ry. Co. (successor to the Milwaukee & Wauwatosa Rapid Transit Co.) operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Ry. Co., Waukesha Beach Electric Ry. Co., and Waukesha Electric Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee & Wauwatosa Motor Electric Co.

Milwaukee & Wauwatosa Electric Co. (Pabst line.)

Milwaukee, Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Ry. Co., operating in Racine and connecting with the Milwaukee, Racine & Kenosha Ry.

The company has a traffic agreement with the Milwaukee Electric Ry. & Light Co., by which the latter operates all the lines of the Traction Co.

Capital Stock, authorized and issued, $500,000, all in treasury of Milwaukee Electric Ry. & Light Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,829,000; dated Mar. 15, 1899, due May 1, 1929; coupon, but may be registered; denom. $1,000; int. payable May and Nov. at office of City Trust Co., of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Milwaukee Electric Ry. & Light Co.

Note.—The company has the option of calling these bonds on any interest day at 110 and accrued interest.

Plant and Equipment.—Miles of track, 74.

Officers.—Same as the Milwaukee Electric Ry. and Light Co.

Directors.—Same as the Milwaukee Electric Ry. & Light Co.

Date of information, Feb., 1900. z

For map of road see page 155.

Wisconsin Traction, Light, Heat & Power Co.—This company was organized Aug., 1900, in the interest of the Milwaukee Light, Heat & Traction Co. to consolidate several small railway and lighting companies in the Fox River Valley and to form a through line from Chicago to Green Bay.

Capital Stock, (nominal) $10,000.

North American Company.—Organized in 1890 under laws of New Jersey to promote, acquire or construct and operate electric railways, lighting and power companies.

Capital Stock, $12,000,000 (reduced from $40,000,000 Jan. 1. 1901,); par value, $100 per share.

This company owns the following assets.	May 31, 1899.	May 31, 1900.
Milwaukee Electric Ry. & Light Co.		
Preferred stock...........................	$2,423,325	$2,424,790
Common stock..........................	3,227,779	3,452,240
Milwaukee Light, Heat & Trac'n Co. 5 p.c. bonds		51,000
Cincinnati Edison Electric Co. stock...........	746,600	863,266
Miscellaneous property........................	26,411	25,558
Bills and accounts receivable..................	608,580	347,587
Cash on hand.................................	217,015	350,929
Total...	$7,249,710	$7,315,370

Treasurer' Statement.—Dated May 31,	1899.	1900.
RECEIPTS.		
Coupon interest, dividends and profits..........	$80,493	$148,181
Interest and commissions......................	39,246	33,966
Total...	119,739	182,147
DISBURSEMENTS.		
Salaries, rentals, legal and miscellaneous exp...	28,679	26,130
Taxes...	5,767	6,268
Surplus to balance...........................	85,203	149,749
Total...	$119,739	$182,147

The company has no current liabilities except the current corporate expenses of administration.

Directors.—George R. Sheldon, Charles W. Wetmore, Robert Bacon, William M. Cromwell, Charles A. Spofford, Edmund C. Converse, J. H. Herrick, J. R. Delamar, New York; Henry C. Payne, Charles F. Pfister, John I. Beggs, Milwaukee; A. Q. Keasbey, Newark, N. J.

Date of information, Jan., 1901. x

MINNEAPOLIS AND ST. PAUL, MINN.

Population in 1880, 88,360, in 1890, 297,894, in 1900, 366,350.

Twin City Rapid Transit Co.—Chartered June 3, 1891, under laws of the state of New Jersey. This company controls the entire street railway systems of Minneapolis and St. Paul, by ownership of the stock of the Minneapolis Street Ry. Co., The St. Paul City Ry. Co. and the Minneapolis, Lyndale & Minnetonka Ry. Co.

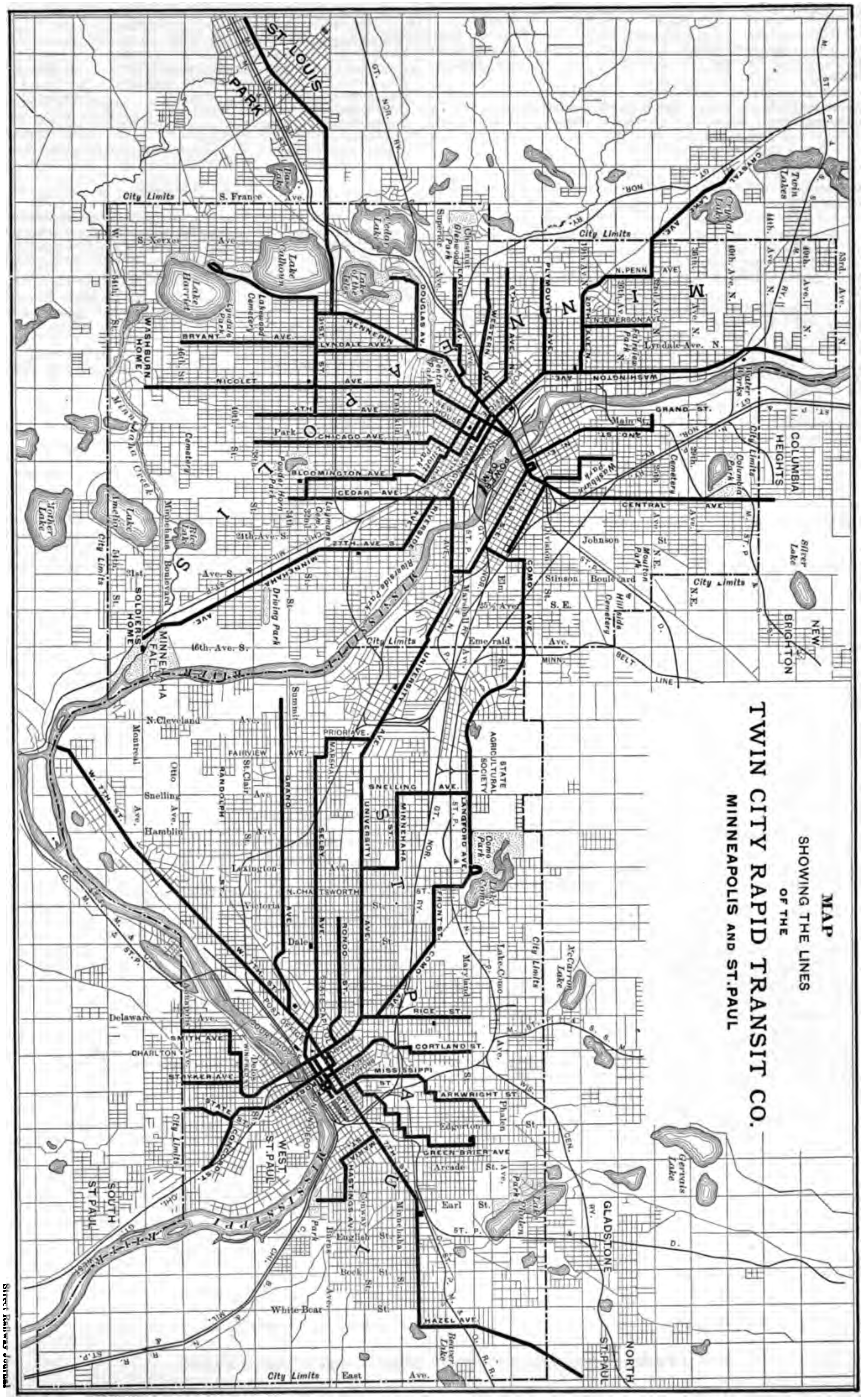
Capital Stock.—Common stock, authorized and issued, $18,000,000 par value, $100 per share.

7 p. c. cumulative preferred stock, authorized and issued, $3,000,000. Dividends payable quarterly, commencing Apr. 1, 1895. It is provided that if in any year dividends amounting to 7 p. c. are not paid on the preferred stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company, the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Funded Debt and Certificates.—Dec. 31, 1900, total $19,838,000, as follows:

MINNEAPOLIS DIVISION.

First mortgage 7 p. c. gold bonds, outstanding, $290,000; dated Nov. 1, 1880, due 1910, but redeemable, 20 bonds yearly at $105 and



MAP
SHOWING THE LINES
OF THE
TWIN CITY RAPID TRANSIT CO.
MINNEAPOLIS AND ST. PAUL

Street Railway Journal

int.; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, outstanding, $600,000; dated Nov. 1, 1883, due 1913; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,110,000, in escrow (see Note) $890,000; coupon, but may be registered; dated Jan. 15, 1889, due 1919; denom. $1,000; int. payable in gold Jan. 15 and July 15 at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Note.—$890,000 of the first consolidated mortgage bonds have been reserved in the hands of the trustee to redeem the company's prior liens.

ST. PAUL DIVISION.

First mortgage and first consolidated mortgage 6 p. c. bonds, outstanding, $680,000; dated Oct. 1, 1882 and 1884, due 1932 and 1934, respectively; denom. $1,000; int. payable in gold Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cable consolidated mortgage 5 p. c. gold bonds, authorized, $5,500,000, issued, $3,708,000, in escrow (see Note), $680,000, in treasury, $1,112,000; coupon, but may be registered; dated Jan. 15, 1887, due 1937; denom. $1,000; int. payable in gold Jan. 15 and July 15, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. $1,138,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Minneapolis & St. Paul Suburban Ry. Co's. 5 p. c. gold bonds, authorized and issued, $450,000; dated Sept. 1899, due 1924; denom. $1,000; int. payable Apr. and Sept.

Note.—$680,000 of the cable consolidated mortgage bonds have been reserved by the Farmers' Loan & Trust Co. to redeem prior liens.

The unissued cable consolidated mortgage bonds now in the treasury may be issued and sold against the actual cash cost of new construction at a rate not exceeding $15,000 per mile of track.

Schedule A.

Statement of Funded Debt and 6 per ct. Certificates Jan. 1	1899.	1900.	1901.
MINNEAPOLIS DIVISION.			
First mortgage 7 p. c. due 1910....	$ 310,000	$ 290,000	$ 270,000
Second mortgage 6 p. c. due 1913..	600,000	600,000	600,000
First consolidated mortgage 5 p. c. due 1919	4,090,000	4,110,000	4,130,000
Total	$ 5,000,000	$ 5,000,000	$5,000,000
ST. PAUL DIVISION.			
First mortgage & first consolidated 6 p. c. due 1932-34	$ 680,000	$ 680,000	$ 680,000
Cable cons. mort. 5 p. c. due 1937.	3,708,000	3,708,000	3,708,000
Debenture mort. 6. p. c. due 1900.	1,000,000	1,000,000	
Minn. & St. Paul Surb. Ry. Co.s 5 p. c. bonds due 1924		450,000	450,000
Total	$ 5,388,000	$ 5,838,000	$ 4,838,000
Grand total	$10,388,000	$10,838,000	$ 9,838,000

Franchises.—This company possesses the exclusive right to operate street cars in and between the cities of St. Paul and Minneapolis.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from pass....	$1,982,785	$2,145,093	$2,476,880	$2,814,205
" other sources.	26,336	25,623	45,914	25,150
" total	2,009,121	2,170,716	2,522,794	2,839,355
Operating expenses...	1,002,080	1,019,392	1,156,972	1,304,689
Earnings from opera..	1,007,041	1,151,324	1,365,822	1,534,666
Deductions from earn.				
Interest charges. .	705,438	713,454	628,243	624,325
Taxes	66,469	64,214		
Net income	235,1349	373,656	737,579	910,341
Divi. on pref. stock...			187,553	204,750
" " com. stock...			375,250	450,300
To surplus account...			174,776	255,291
Total surplus account.	1,615,076	1,988,732	2,163,507	2,418,798
P. c. oper. experating to total recpts......	49.88	46.96	45.86	45.95

GROSS RECEIPTS.

The gross receipts of the properties now owned by the Twin City Rapid Transit Co., by periods from 1878 to 1900 inclusive, were as follows:

1878	$ 65,520	1890	$1,401,397
1880	111,344	1895	1,988,804
1885	520,216	1900	2,839,355

OPERATING EXPENSES.

Year ending Dec. 31,	1898.	1899.	1900.
General expenses	$ 95,884	$ 105,856	$ 156,472
Maintenance of equipment	131,368	165,364	159,835
" " way and structures	76,837	33,820	61,086
Wages conductors and motormen.	497,414	602,692	641,196
Wages inspectors and trans. agts.			
Conducting transportation (misc.).			
Power station expense	129,806	147,467	170,662
Insurance	6,148	6,863	9,489
Injuries and damages	58,493	72,910	82,949
Legal expenses	23,442	22,000	23,000
Total	$1,019,392	$1,156,972	$1,304,689

Note.—The company has made arrangements with the owners of a 10,000 H. P. water power at the Falls of St. Anthony to generate at that point electric power for the use of its lines, and has leased its power for a term of forty years at a basis that will add largely to the net revenue without calling for capital expenditure.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.
Cost of road, equip., real est., bldgs., machinery, tools, etc., and stock of other companies	$29,903,171	$30,878,740	$30,960,164
Notes and accounts receivable.	103,081	64,176	96,720
Cash in hand and in banks....	225,897	304,835	208,817
Insurance paid in advance....	4,585		
Material and supplies	72,215	87,169	8,972
Int. on current liabilities, paid in advance	770	2,910	526
Total	$30,309,719	$31,337,830	$31,355,969
LIABILITIES.			
Capital stock, common	$15,010,000	$15,010,000	$18,010,000
" " preferred	2,462,200	2,700,000	3,000,000
F'nd'd dbt,(see sched. A below).	10,388,000	10,838,000	9,838,000
Unpaid vouchers and accounts.	40,442	87,828	44,381
Pay rolls accrued and not due..	30,384		
Trainmen's deposits	22,425	23,625	23,275
Taxes accrued	49,015	62,063	69,894
Interest accrued	208,521	216,246	206,471
Bills payable	110,000	11,411	520,000
Dividends payable, Feb. 1.....		225,150	225,150
Profit and loss (surplus)	1,988,732	2,163,507	2,418,798
Total	$30,309,719	$31,337,830	$31,355,969

Plant and Equipment.—Miles of track, (electric), 230; gauge, 4 ft. 8½ in.; 50 lb. to 80 lb. T and girder rails; 950 cars, of which 650 are electric and 300 are trail cars; Allis engines; Gen. Elec. dynamos and motors.

Officers.—Pres. Thomas Lowry, V. Pres. Sec. & Treas. C. G. Goodrich, Audr. J. F. Calderwood, Gen. Man. W. J. Hield, Pur. Agt. Elec. & Steam Engr. R. C. Taylor.

Directors.—Thomas Lowry, C. G. Goodrich, Clinton Morrison, Minneapolis; John Kean, Elizabeth, N. J.; J. Kennedy Tod, W. A. Read, R. J. Cross, New York.

General Office, 200 3d Ave., N. Minneapolis.

References.—TWIN CITY RAPID TRANSIT Co.—Description of road, Vol. IX, Feb., '93, 102 (ill.); increase of stock, Vol. XI, Mar., '95, p. 183; operating details, Vol. XII, May, '96, p. 282 (ill.); operating detail, Vol. XII, June, '96, p. 346 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; MINNEAPOLIS STREET RAILWAY CO.—Description of power plant (brief), Vol. VIII, June, '92, p. 374. INTERURBAN LINE.—Description of road, Vol. VII, Sept., '91, p. 457 (ill.); Vol. IX, Feb., '93, p. 102 (ill.); annual report, Vol. XIII, May, '97, p. 328.—Water power system, Vol. XVI, Aug. 11, '00, p. 767 (ill.); water power system, Vol. XVI, Aug. 11, '00, p. 767, (ill.).

Date of information, Mar., 1901. z

For map of road see page 157.

The Minneapolis & St. Paul Suburban Railway Co.—This company was incorporated July 1st, 1899, as the successor by purchase at foreclosure sale of all the property and rights of the St. Paul & Suburban Ry. Co., including line of railway from intersection of 7th Street with White Bear Avenue, in the city of St. Paul, to Wildwood, a summer resort owned by the company on White Bear Lake, and from Wildwood to Mahtomedi, a summer residence suburb also on White Bear Lake, in addition to which a new line of suburban railway has been built running from Wildwood to the city of Stillwater, also local lines of street railway in said city of Stillwater. The company does a large excursion and picnic business in the summer to Wildwood, which is five acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc. The capital stock of this company is owned by the Twin City Rapid Transit Co., and its road is operated as part of that system.

Capital Stock, authorized and issued, $300,000.

Funded Debt, authorized and issued, $450,000.

Plant and Equipment.—Miles of track (electric), including Twin City report, 23.606; gauge, 4 ft. 8½ in.; 56 lb. T rail; 20-44 ft. cars running on line between St. Paul and Stillwater, and 5 smaller cars on local lines in Stillwater. Power houses at Wildwood and Stillwater.

Officers.—Pres. C. G. Goodrich, V. Pres. & Counsel M. D. Munn, Sec. & Treas. J. F. Calderwood.

Directors.—Thomas Lowry, C. G. Goodrich, M. B. Koon, J. F. Calderwood, M. D. Munn.

General Office, With Twin City Rapid Transit Co., Minneapolis.

Date of information, Mar., 1901. z

MOBILE, ALA.

Population in 1880, 29,132, in 1890, 31,076, in 1900, 38,469.

Mobile Street Railroad Co.—Chartered 1892, as a successor to the Mobile Street Ry. Co., which was sold under foreclosure of mortgage in 1892.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $240,000; coupon, but may be registered; dated May 1, 1893, due 1923; int. payable May and Nov., at office of National City Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Plant and Equipment.—Miles of track (electric) 23; gauge, 5 ft. 2½ in.; 45 lb. to 70 lb. T and girder rail; 36 motor cars and 14 trail cars; McI. & S. engines of 1,000 H. P., Gen. Elec. dynamos (of 650 K. W.) and motors, Stephenson and Laclede cars.

Officers.—Pres. J. C. Morris, V. Pres. F. J. Gasquet, Sec. R. B. Owen, Treas. & Gen. Man. R. Semmes, Ch. Eng. & Elecn. J. F. McAviney.

Directors.—J. C. Morris, William Agar, F. J. Gasquet, New Orleans; James Stillman, and Lawrence Turnure, New York; J. H. Masson, Mobile; Louis Grunewald.

General Office, Anthony and Royal Sts., Mobile, Ala.

References.—Description of road, Vol. X, Apr., '93, p. 243 (ill.); Vol. X, Souv., '94, p. 36 (ill.).

Date of information, Feb., 1901. x

Mobile Light & Railroad Co.—Chartered Feb. 6, 1897, in perpetuity. This is a consolidation of the Mobile Light & Ry. Co. and the Mobile & Spring Hill Ry. Co. This company also operates an extensive electric lighting plant.

Capital Stock.—Common stock, authorized, $500,000, issued, $400,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $350,000, in treasury for improvements, $50,000; dated 1898, due 1937; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 45 lb. T rail; 57 cars, of which 37 are motor cars and 20 trail cars; 1,600 H. P. engines, 660 K. W. railway dynamos; Hamilton, Corliss engines, Stirling boilers, Gen. Elec. West. and Siemens & Halske dynamos and motors, Brill, Jones and Stephenson cars, Peckham and Brill trucks; approximate value real estate and building, $80,000; 6,000 incandescent lights, arc and motor circuits.

Officers.—Pres. & Gen. Man. J. H. Wilson, V. Pres. L. H. Rust, Sec. C. W. Chase, Supt. J. H. Johnson, Ch. Engr. of Power Station, Jos. Maloney, Elecn. S. M. Coffin.

Directors.—Jno. Wilson, J. H. Wilson, J. C. Lysle, L. H. Rust, C. W. Chase, W. E Gordon, A. S. Benn.

General Office, Mobile, Ala.

Date of information, Mar., 1901. z

MOHAWK, N. Y.

Population in 1880, 1,441, in 1890, 1,806, in 1900, 2,369.

Herkimer, Mohawk, Ilion & Frankfort Electric Railway Co.—Chartered Feb. 4, 1895, as a consolidation of the Herkimer & Mohawk Street R. R. Co., the Mohawk & Ilion Horse R. R. Co. and the Frankfort & Ilion Street Ry. Co. Annual meeting first Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1895, due Jan. 1, 1926; denom. $1,000; int. payable Jan. and July, at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$42,382	$40,945		$41,555	$51,064
" other sources........		403		621	138
" total...............	42,382	41,348	$38,631	42,176	51,202
Operating expenses.........	19,673	19,956	18,388	18,594	28,416
Earnings from operation.....	21,708	21,392	20,243	23,582	22,786
Deductions from earnings....	1896.	1897.	1898.	1899.	1900.
Interest..................	7,171	8,733	9,027	9,017	9,280
Taxes..................	1,151	1,702	1,281	1,405	1,586
Net income..................	13,386	10,957	9,935	13,160	11,920
Dividends paid..............	6,000	9,000	9,000	9,000	9,000
To surplus account..........	7,386	1,957	935	4,160	2,920
Total surplus acct...........	12,330	14,287	15,222	19,382	22,302
P.c.op.exp.to to.rects........	45.9	48.3	47.6	44.0	

Dividends, in 1896, 1897, 1898, 1899 and 1900, 6 p. c.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses..........	$ 2,811	$ 4,450	$ 4,083	$ 3,889	$ 4,245
Transportation expenses....	11,528	11,382	11,032	10,745	11,189
Maint. of way and building	1,539	1,420	1,600	1,617	2,793
" " equipment.......	3,795	2,704	1,673	2,343	10,189
Total.................	$19,673	$19,956	$18,388	$18,594	$28,416

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Passengers carried..............................	899,088	1,109,796
Car miles run..................................	173,445	197,403
Total receipts per car mile........................	$.243	$.259
Operating expenses per car mile.................	.107	.144

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...........	$225,667	$232,838	$233,309	$233,257	$233,871
" equipment.....	97,551	107,901	110,609	110,659	125,946
Cash assets............	3,828	1,404	1,392	2,658	1,790
Open accounts.........	217	232	223	40	997
Materials and supplies.	669	557	426	63	
Total..............	$327,932	$342,932	$345,959	$346,677	$362,604
LIABILITIES.					
Capital stock...........	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt...........	150,000	150,000	150,000	150,000	150,000
Loans.................					29,500
Accrued interest.......	3,750	3,750	3,750	3,750	3,750
Accounts payable......	11,852	24,896	26,987	23,545	7,052
Profit and loss (surplus).	12,330	14,286	15,222	19,382	22,302
Total	$327,932	$342,932	$345,959	$346,677	$362,604

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 motor cars and 2 trail cars; 400 H. P. station plant, Ball & Wood & Watertown engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, American cars, Diamond trucks.

OFFICERS.—Pres. J. Ledlie Hees, Fonda; V. Pres. Addison B. Colvin, Glens Falls; Sec. & Treas. E. Leonhardt, Fonda; Supt. J. A. Stewart, Elecn. W. B. Groesbeck, Ch. Engr. of Power Station Chester L. Gates.

DIRECTORS.—J. Ledlie Hees, J. J. Veeder, E. Leonhardt, A. H. Mills, E. M. Richards, Fonda; R. T. McKeever, Houghton, Mich.; Addison B. Colvin, Glens Falls; H. M. Golden, J. A. Stewart, Mohawk.

GENERAL OFFICE, Mohawk, N. Y.

Date of information, Feb., 1901. z

MOLINE, ILL.

Population in 1880, 7,800, in 1890, 11,995, in 1900, 18,288.

Moline Central Street Railway Co.—Chartered Oct. 2, 1884. Annual meeting last Wednesday in Aug. The controlling interest in the capital stock of this company is now owned by the Tri-City Ry. Co., Davenport, Ia.

CAPITAL STOCK, authorized, $100,000, issued, $48,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $100,000; issued, $48,000; dated Nov. 1, 1889, due 1904; int. payable May and Nov., at office of company; trustee of mortgage, American Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 70 lb. Wharton girder rail; 10 cars, of which 6 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

OFFICERS.—See Tri-City Ry. Co., Davenport, Ia.

Date of information, Mar, 1900. x

MONONGAHELA CITY, PA.

Population in 1880, 2,904, in 1890, 4,096, in 1900, 5,173.

Monongahela City Street Railway Co.—Chartered Feb. 21, 1893; operation began Sept. 30, 1895.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—None.

OPERATION.—	9 mos. ending June 30, 1896.	Year ending June 30, 1897.	1898.	1899	1900.
Receipts from operation	$3,773	$3,232	$3,020	$3,026	$3,370
" other sources	75		28		
" total	3,848	3,232	3,048	3,026	3,370
Operating expenses	2,965	3,906	3,438	3,465	3,163
Earnings from operation	883	* 674	* 390	* 439	207
Taxes				128	128
Net income					79

*Deficit.

BALANCE SHEET.—Dated June 30, ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$14,180	$14,180	$14,180	$14,180	$14,180
Cost of equipment	1,850	1,850	1,850	1,850	1,850
Cash	883	209			
Profit and loss (deficit)			390	957	79
Total	$16,913	$16,240	$16,420	$16,987	$16,109
LIABILITIES.					
Capital stock	$15,000	$15,000	$15,000	$15,000	$15,000
Current liabilities	1,030	1,030	1,420	1,987	1,109
Profit and loss (surplus)	883	210			
Total	$16,913	$16,240	$16,420	$16,987	$16,109

PLANT AND EQUIPMENT.—Miles of track (electric) 1.5; 1 motor car.

OFFICERS.—Pres. S. M. Downer, Monongahela; Sec. J. W. Lloyd, Pittsburgh; Treas. W. F. Lloyd, Pittsburgh.

DIRECTORS.—S. M. Downer, E. G. Acheson, Thomas Herrott, W. F. Lloyd, J. W. Lloyd.

GENERAL OFFICE, Monongahela City, Pa.

Date of information, Jan., 1901. b

MONTEREY, CAL.

Population in 1880, 1,396, in 1890, 1,662, in 1900, 1,748.

Monterey & Pacific Grove Street Railway & Electric Power Co.—Chartered Aug. 12, 1890, for fifty years.

CAPITAL STOCK, authorized, $180 000, issued, $96,240; par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 20 lb. T rail; 40 horses, 11 horse cars, Fitzgerald cars.

OFFICERS.—Pres. T. J. Field, V. Pres. O. S. Trimmer, Sec. & Gen. Man. F. A. Botsch, Treas. Bank of Monterey.

REFERENCE.—Sale, Vol. IX, Jan., '93, p. 52.

Date of information, Feb., 1901. z

MONTGOMERY, ALA.

Population in 1880, 16,713, in 1890, 21,883, in 1900, 30,346.

Montgomery Street Railway Co.—Chartered 1893, in perpetuity. This is a consolidation, in 1893, of the Montgomery Terminal Street Ry. Co. and the Cloverdale Street R. R. Co.

CAPITAL STOCK, authorized, $350,000, issued, $290,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $290,000; dated 1893, due 1923; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. The unissued bonds may be sold at the company's discretion.

OPERATION.—Years ending Dec. 31,	1894.	1895.	1896.	1897.
Gross receipts	$35,216	$50,645	$57,291	$54,914
Operating expenses	21,724	27,915	27,857	27,205
Earnings from operation	13,492	22,730	29,434	27,709

NOTE.—No report for 1898 has been received.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 51½ lb. to 84 lb. T and girder rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, own cars; rent power from light company.

OFFICERS.—Pres. J. W. Dimmick, Sec. J. T. Darline, Treas. G. W. Craik, Gen. Man. Pur. Agt. & Elecn. R. F. Scott.

GENERAL OFFICE, 21 Dexter Ave.

REFERENCES.—Description of road, Vol. X, Apr. '94, p. 240 (ill.); (brief), Vol. X, Souv., '94, p. 34; receivership, Vol. IX, Apr., '93, p. 209; separate car acts and ordinances for colored race, Vol. XVI, July 28, '00, p. 681, Aug. 25, '00, p. 782.

Date of information, Mar., 1901. d

Montgomery Suburban Street Railway Co.—Chartered Jan., 1896, as the successor to the West End & Riverside Park Electric Street Ry. Co. Municipal franchise granted July 17, 1891, for indefinite years. Annual meeting third Wednesday in January.

CAPITAL STOCK, authorized and issued, $100,000, par value $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. engines, West. dynamos and motors, Brill cars; rent steam power.

OFFICERS.—Pres. Henry Fonde, V. Pres. E. L. Russell, (Mobile, Ala.), Sec. Edward A. Graham, Treas. & Gen. Man. H. S. Jones.

GENERAL OFFICE, Montgomery, Ala.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 479 (ill.); (brief), Vol. X, Apr., '94, p. 240; Vol. X, Souv., '94, p. 34.

Date of information, Dec, 1900. z

MONTOURSVILLE, PA.

Population in 1880, 1,193, in 1890, 1,278, in 1900, 1,462.

Montoursville Passenger Railway Co.—Chartered June 28, 1897. Commenced operation Dec. 16, 1897. On Oct. 22. 1899, the capital stock of this company was purchased by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT, authorized and issued, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail, 5 cars, of which 4 are motor cars, and 1 trail car; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Evans R. Dick, Sec. & Treas. John J. Collins, Supt. W. W. S. Butler, Asst. Supt. John Coonan, Ch. Engr. John Ingram.

DIRECTORS.—E. A. Tennis, H. V. Massey, Edward Morrell, Wm. H. Hassenplug, Philadelphia, Pa.; H. M. Van Zandt, Harrisburg, Pa.; B. C. McAllister, Montoursville, Pa.

GENERAL OFFICE, 1002 Harrison Bldg., Philadelphia, Pa.

Date of information, Feb., 1901. b

MONTREAL, QUE.

Population in 1881, 155,237, in 1891, 216,650, in 1897, 250,000.

Montreal Street Railway Co.—Chartered May 18, 1861. Annual meeting in November.

Franchises.—Municipal franchises granted in 1892, expire in 1922.

Capital Stock, authorized, $10,000,000, issued, $5,497,055; par value, $50 per share.

Funded Debt.—First series mortgage 5 p. c. bonds, authorized, $2,500,000, issued, $292,000; coupon, but may be registered; dated Mar. 1, 1888; due 1908; denom. $500; int. payable Mar. and Sept. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Second series mortgage 4½ p. c. bonds, authorized and issued, $681,333; coupon, but may be registered; dated Aug. 1, 1891, due 1922; denom. $500; int. payable Feb. and Aug. at office of Bank of Montreal of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

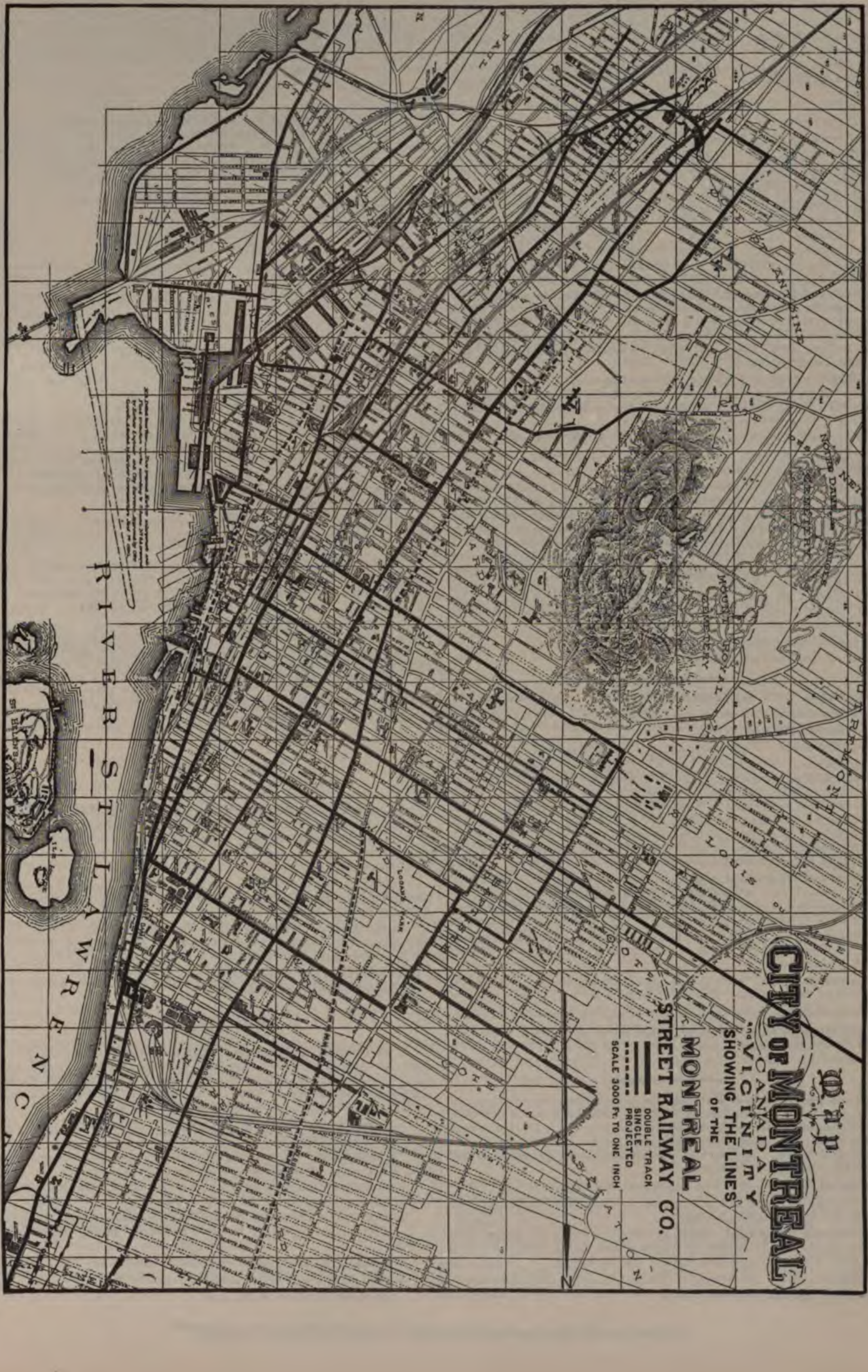
Both series rank equally, and are secured by the same deed of trust.

Operation.—Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Total receipts	$1,265,898	$1,342,368	$1,471,940	$1,660,776	$1,769,905
Op. exp. & taxes.	710,865	736,429	764,885	912,950	992,925
Earn. from oper.	555,033	605,939	707,055	747,826	776,980
Deduc. from earn.					
Int. on bonds. Franchise chg's	92,927	98,083	105,351	116,955	119,342
Other deductions.					60,391
Net income	462,106	507,856	601,704	630,871	597,247
Dividends paid	360,000	368,333	462,917	478,333	572,500
To surplus acct.	102,107	139,522	138,787	152,537	84,747
Total surpl's acct	200,693	334,247	373,035	475,572	560,319
P. c. oper. exp. to total receipts	56.48	54.87	52.15	55.23	56.34
Stock rec. div's	4,000,000	4,400,000	4,700,000	4,783,333	5,125,000

Dividends paid, in 1896, 9 p. c.; in 1897, 9 p. c.; in 1898, 1899 and 1900, 10 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Pass. carried.	29,896,471	32,047,317	35,353,036	40,186,493	43,362,262
Transfers	8,541,530	8,765,903	10,508,603	12,060,857	13,194,974
Increase over prec'd year	4,018,713	2,150,846	2,305,719	4,833,457	3,175,769


Map
City of Montreal
Canada
and Vicinity
Showing the Lines
of the
Montreal
Street Railway Co.
Double Track
Single
Projected
Scale 3000 Ft. to one inch
River St. Lawrence
Mount Royal Cemetery
Notre Dame des Neiges Cemetery

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$2,799,541	$2,901,959	$3,048,731	$3,162,843
" equipment	1,917,086	2,093,062	2,309,478	2,555,365
Real estate and bldgs.	1,176,459	1,207,942	1,395,268	1,557,785
Cash assets	259,595	171,491	115,740	203,317
Other assets	43,783	40,421	54,161	48,256
Accounts receivable	13,708	20,796	15,886	43,398
Total	$6,210,171	$6,435,671	$6,939,264	$7,570,964
LIABILITIES.				
Capital stock (paid in)	$4,500,000	$4,700,000	$5,000,000	$5,497,055
Funded debt	973,333	973,333	973,333	973,333
Mortgages	5,222	5,015	6,035	6,035
Accounts and wages payable	104,367	60,321	83,826	69,588
Interest and taxes	62,139	69,525	82,070	90,231
Dividends payable	208,333	117,500	124,166	135,000
Other liabilities	22,530	136,942	194,262	239,403
Profit and loss (surp.)	334,247	373,035	475,572	560,319
Total	$6,210,171	$6,435,671	$6,939,264	$7,570,964

Plant and Equipment.—Miles of track (electric), 96; gauge, 4 ft. 8½ in.; 56 lb. T, 72 lb. and 83 lb. grooved girder rail; 670 motor cars and 28 trail cars, 19 electric sweepers; 7,800 H. P. station plant; Laurie engines, Babcock & Wilcox and Daniel Adamson (Lancashire, Eng.) boilers, Gen. Elec. and West. dynamos and motors, various cars, Blackwell trucks.

Officers.—Pres. L. J. Forget, V. Pres. & Man. Director James Ross, Sec. Martin H. Watts, Comptroller W. G. Ross, Man. & Ch. Engr. F. L. Wanklyn, Supt. Duncan McDonald, Elecn. H. R. Lockard, Engr. of Power Station Walter Alexander.

Directors.—L. J. Forget, James Ross, K. W. Blackwell, R. B. Angus, F. C. Henshaw.

General Office, 574 Craig St.

References.—Description of road, Vol. X, Sept., '94, p. 573 (ill.); description of track construction, Vol. IX, Dec., '93, p. 787 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. X, Apr., '93, p. 274; increase of bonds, Vol. IX, Oct., '93, p. 697; annual report, Vol. IX, Nov., '93, p. 777; Vol. IX, Dec., '93, p. 842; general information, Vol. VIII, Oct., '92, p. 606; details of re-equipment, Vol. IX, Oct., '93, p. 697; description of road, Vol. XI, Souv., '95, p. 11 (ill.); power station records, Vol. XI, Dec., '95, p. 791; description of road (brief), Vol. XII, Oct., '96, p. 607; annual report (brief), Voi. XII, Dec., '96, p. 790; annual report, Vol. XIII, Dec. '97, p. 874; annual meeting, Vol. XVI, Nov., 17, '00, p. 1134 (tables).

Date of information, Jan., 1901. z

For map of road see page 161.

Montreal Park & Island Railway Co.

Capital Stock.—Common stock, $720,900.

Preferred Stock, $315,000.

Funded Debt.—First mortgage, 6 p. c. bonds, $1,025,000.

Operation.—Year ending Dec. 31,	1898.	1899.	1900.
Receipts from passengers	$104,761	$109,989	$119,845
" " other sources	208	1,972	3,877
" total	104,969	111,961	123,722
Op. expenses, including taxes, etc.	70,976	68,964	75,659
Earnings from operation	33,993	42,997	48,063
Per cent. of op. exp. to total receipts	67.62	61.64	61.15

Plant and Equipment.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 56 lb. T rail; 31 motor cars; Robb engines, Royal, West. and Walker dynamos and motors, Brill, Rathbun, Larivière, Patterson & Corbin and Crossen cars.

Officers.—Pres. Herbert S. Holt, V. Pres. J. R. Thibaudeau, Sec. Treas. & Gen. Man. C. E. A. Carr, Supt. & Ch. Engr. of Power Station L. Robinson.

Directors.—J. R. Thibaudeau, D. Morrice, H. S. Holt, A. A. Thibaudeau, W. Strachan, Bennet L. Braubien.

General office, Town of St. Louis, Mile End, Montreal.

References.—Description of road, Vol. XI, Souv., '95, p. 22; power station problem, Vol. XII, June, '96, p. 358.

Date of information, Jan., 1901. z

Montreal Terminal Railway Co.—This company has acquired all the properties of the Montreal Island Belt Railway, which is a general passenger and freight railway, running from the Hochelaja Station of the Canadian Pacific Railway to the eastern end of the Island of Montreal. It does all the switching of the Canadian Pacific Ry. to the eastward of Montreal.

Capital Stock, authorized and issued, $500,000.

Passengers carried in 1897, 320,000; in 1898, 352,586; net revenue in 1898, $18,858, in 1900, $20,294.

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. T rail; 15 cars, of which 12 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors; Taylor trucks.

Officers.—Man. Director J. P. Mullarkey, Supt. John Rowley.

Date of information, Feb., 1901. z

MONTVILLE, CONN.

Population in 1880, 2,664, in 1890, 2,344, in 1900, 2,395.

Montville Street Railway Co.—Chartered May 24, 1889. Annual meeting 1st Monday in Oct. Construction work was commenced in 1899, and the road placed in operation connecting Norwich and New London on June 5, 1900.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $350,000, issued $250,000; dated May 1, 1900, due 1920; denom. $1,000; coupon, but may be registered; subject to call after 1905, at 105; int. payable May and Nov., at office of American Loan & Trust Co. of Boston, trustee of mortgage, Treasurer of State of Connecticut.

OPERATION.—6 months ending Dec. 31, 1900.

Receipts from passengers	$38,760
" " other sources	5,870
" total	44,630
Operating expenses	18,537
Earnings from operation	26,093
Deductions from earnings.	
Interest	6,250
Taxes	1,800
Net income	18,043
Dividend	7,500
To surplus account	10,543
Total surplus account	12,535

BALANCE SHEET.—Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of road	$202,639	Capital stock	$250.000
Cost of equipment	283,980	Funded debt	250,000
Other property	18,140	Accrued interest	2,083
Cash	5,890	Bills and accounts payable	56
Bills & acc'ts receivable	2,585	Profit and loss (surplus)	12,535
Materials and supplies	1,031		
Other assets	409		
Total	$514,674	Total	$514,674

PLANT AND EQUIPMENT.—Miles of track (electric), owned 10.67, leased, 2.56; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars, Prov. engines, Gen. Elec. generators and motors, Newburyport cars.

OFFICERS.—Pres Wm. A. Tucker, Sec. W. A. Briscoe, Treas. P. L. Saltonstall, Supt. W. L. Adams.

DIRECTORS.—B. P. Learned, Walter Learned, New London; Chas. W. Comstock, Montville; W. A. Briscoe, Norwich; Wm. A. Tucker, P. L. Saltonstall, Stillman; F. Kelly, Boston, Mass.

GENERAL OFFICE, Norwich, Conn.

PRES. AND TREAS. OFFICE, 53 State St., Boston Mass.

POWER STATION, Thamesville, Conn.

Date of information, Mar., 1901. z

MORAVIA, N. Y.

Population in 1880, 1,540, in 1890, 1,486.

The Syracuse, Skaneateles & Moravia Railroad Co.—This company has an application for a certificate now pending before State R. R. Commissioners, which, when granted, will allow commencement of construction, rights of way having been secured for nearly all of the route.

OFFICERS.—Pres. Wing T. Parker, V. Pres. Henry J. Hubbard, Sec. Joseph Parker, Treas. Thomas W. Downing, Ch. Engr. J. W. Ackerman.

DIRECTORS.—W. T. Parker, H. J. Hubbard, Jos. Parker, T. W. Downing, C. R. Milford, John Andrews, F. B. Ryan, H. J. Fernald, H. H. Alley, B. S. Townsend, W. L. Van Duyne.

GENERAL OFFICE, Moravia, N. Y.

Date of information, Feb., 1900. b z

MORRIS, ILL.

The Illinois & Wisconsin Railroad Co.—Chartered June 19, 1900, for 50 years. This company was organized to construct an electric railway from Morris through Grundy, Kendall and La Salle counties to Sycamore, in De Kalb county, and then to the state line, with several branches, a total of about 110 miles.

CAPITAL STOCK, authorized, $1,000,000, common stock, $750,000, preferred stock, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000 issued, Mar., 1901, none.

OFFICERS.—Pres. Sidney B. Jones, V. Pres. David Nichols, Sec. O. P. Applegate, Treas. J. E. Turpin, Ch. Engr. W. S. Gamble.

DIRECTORS.—Sidney B. Jones, David Nichols, O. P. Applegate, J. E. Turpin, G. I. Hicks, Preston McGrain, James Brayan, Emil Arnold.

GENERAL OFFICE, 215 Dearborn St., Chicago, Ill.

POWER STATION to be erected at Sycamore, Ill.

Date of information, Mar., 1901. z

MOUNT CLEMENS, MICH.

Population in 1880, 3,057, in 1890, 4,742, in 1900, 6,827.

Mount Clemens & Lake Side Traction Co.—This is a consolidation (in 1896) of the Mount Clemens & Lake Side Traction Co. and the Mount Clemens Street Ry. Co., Ltd. This company is now controlled by the Rapid Railway Co., Detroit.

Capital Stock, authorized, $100,000.

Funded Debt. —None.

Plant and Equipment.—Miles of track (electric), 6; 60 lb. T and grooved girder rail; 6 motor cars; Fischer engines and boilers, Walker dynamos and motors, New Castle cars.

Officers.—Pres. Fr. Ruoff, V. Pres. M. Slush, Sec. W. C. Gundlefinger, Treas. G. A. Skinner, Supt. Oscar Blaisdell.

General Office, Mt. Clemens, Mich.

Date of information, Sept., 1900. d

MOUNT HOLLY, N. J.

Mount Holly Street Railway Co.—Annual meeting first Friday in Nov.

Capital Stock, authorized, $10,000, issued, $9.800.

Funded Debt.—None.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.	1899.
Gross receipts.......	$1,824	$1,805	$1,553	$1,297	$1,352	$1,228
Oper'g exp. and fixed charges...........	1,836	1,739	1,516	1,390	1,332	1,400
Net income.........	*12	66	37	*93	20	*172

*Deficit.

Plant and Equipment.—Miles of track (horse), 1.25; gauge, 5 ft. 2 in.; 3 horses, 4 horse cars.

Officers.—Pres. Amos Gibbs, Sec. & Treas. Clarence H. Polhemus.

Directors.—Amos Gibbs, Joseph Cross, Mark R. Sooy, Samuel H. Chambers, John D. Johnson, Robert S. Gaskill, Clarence H. Polhemus.

Date of information, Feb., 1900. z

MOUNT VERNON, N. Y.

Population in 1880, 4,586, in 1890, 10,830, in 1900, 17,000.

North Mount Vernon Railway Co.—Chartered Apr. 20, 1892. Annual meeting in July. The franchise of this company is now owned by the New York, Westchester & Connecticut Traction Co. which is now operating the road.

General Office, 15 Depot Place, Mt. Vernon, N. Y.

Date of information, Feb., 1901. x

MOUNT VERNON, O.

Population in 1880, 5,249, in 1890, 6,027, in 1900, 6,633.

Mount Vernon Electric Railway Co.—Municipal franchise granted 1894, for 25 years. This company owns and manages Lake Hiawatha Park, one of the finest summer and pleasure resorts in Ohio.

Capital Stock, authorized, $400,000, issued, $75,000, in treasury, $325,000.

Funded Debt.—First mortgage 6 p. c. currency bonds, authorized, and issued, $30,000; coupon, but may be registered; int. payable at the Knox National Bank, of Mount Vernon; trustee of mortgage, J. M. Ewalt.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 cars, of which 4 are motor cars and 4 trail cars; 300 h. p. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. & Gen. Man. P. B. Chase, Sec. & Treas. D. K. Bird, Supt. W. B. Wilkinson.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Jan, 1901. d

NEW CORPORATION.

Central Ohio Electric Interurban Railway Co.—Chartered Sept. 20, 1894, to build electric railways in central Ohio, through some of the richest farming and fruit districts in the state, also containing an abundance of building stone, etc. As soon as the company can place its bonds, it will begin constructing a line from Mount Vernon to Marion, a distance of 45 miles, with 3 miles of sidings and branches. This will be a passenger, mail, express and freight road. Annual meeting in Jan.

Capital Stock, authorized, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $1,000,000; due, Nov. 1, 1915; trustee of mortgage, Cleveland Trust Co., of Cleveland, O.

Contemplated Plant and Equipment.—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 60 lb. rail.

Officers.—Pres. & Gen. Man. F. W. Jones, V. Pres. J. J. Henry, Sec. D. E. Sapp, Treas. G. A. Jones. Jr.

Directors.—G. A. Jones, G. A. Jones, Jr., F. W. Jones, J. J. Henry, D. E. Sapp.

General Office, 28 Public Square, Mount Vernon, O.

Date of information, Jan., 1901. z

MUSCATINE, IA.

Population in 1880, 8,295, in 1890, 11,454, in 1900, 14,073.

Muscatine Electric Railway Co.—Chartered Feb., 1893, for 25 years. This is a consolidation of the Muscatine Street Ry., the Muscatine Electric Light & Power Co., and the Home Electric Light & Power Co. It operates street railway, electric light and power, gas, and steam heating plants.

Capital Stock, issued, $300,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Nov. 1, 1898, due 1913, but payable at the option of the company after 1908; int. payable at office of Manhattan Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Total receipts.............	$43,211	$51,378	$55,476	$58,617	$66,436
Oper. exp. (including all expenses except int.).....	30,331	37,523	39,635	39,762	
Earnings from operation...	$12,880	$13,854	$15,841	$18,855	

Street Railway Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 48 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, American cars.

The company also owns 12 miles of gas main, 15 miles of electric light main, and furnishes both gas and electric light for streets, business houses and dwellings. Its steam heating plant furnishes heat for stores, hotels and residences.

Officers.—Pres. L. W. Prior, (Cleveland, O.) V.-Pres. & Sec. H. W. Huttig, Treas., C. E. Denison (Boston), Supt. H. T. Fiske.

Date of information, Feb., 1901. x

MUSKEGON, MICH.

Population in 1880, 11,262, in 1890, 22,702, in 1900, 20,818.

Muskegon Street Railway Co.—Chartered Jan., 1897, as a reorganization of the Muskegon Ry. Co., whose property was sold on Jan. 5, 1897, under foreclosure of the second mortgage to the holders of the first mortgage bonds.

Capital Stock, authorized, $225,000.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 30 lb. and 38 lb. T and girder rail; 35 cars, of which 20 are motor cars and 15 trail cars; Short and West. dynamos and motors; Brill, St. Louis and Jackson & Sharp cars.

Officers.—Pres. John L. Crosby, (Bangor, Me.); V. Pres. Weston Thompson (Brunswick, Me.); Sec. & Man. Dir. F. A. Nims, (Muskegon); Treas. Herbert Payson (Portland, Me.); Supt. F. W. Thompson, Ch. Engr. W. Gyles.

General Office, Michigan and Franklin Sts.

References.—Description of road, Vol. VI, Aug., '90, p. 384 (ill.); receivership, Vol. XI, Feb., '95, p. 124.

Date of information, Jan., 1901. z

NANTICOKE, PA.

Population, 1880, 3,884, in 1890, 10,044, in 1900, 12,116.

People's Street Railway Co.—Chartered Sept., 1892, to build a railway to connect Nanticoke, Glen Lynn and Wanamie.

Capital Stock, $100,000.

Funded Debt, issued, $100,000.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts..................	$35,399	$20,569	$20,104	$21,939
Operating expenses............	10,186	10,551	11,998	11,732
Earnings from operation........	25,213	10,018	8,106	10,207
Deductions from earnings.				
Interest......................	600	5,280		6,000
Taxes.........................	225	319	280	1,234
Other deductions...........	20,661	3,776		
Net income.....................	3,727	643	7,826	2,973
Dividends paid.................			8,284	2,000
Total surplus..................	4,254	4,897	4,438	5,410

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$151,730	$151,730	$151,730	$151,730
" equipment	48,915	48,915	48,915	48,915
Cash	4,254	4,896	4,438	5,411
Material and supplies	1,360	1,627	1,952	2,554
Bonds unsold	12,000	12,000		
Other accounts	495	495	603	
Total	$218,754	$219,663	$207,638	$208,610

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Interest	7,630	7,422	3,000	3,000
Loans and interest	6,870	6,870		
Accounts payable		474	200	200
Profit and loss (surplus)	4,254	4,897	4,438	5,410
Total	$218,754	$219,663	$207,638	$208,610

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 8 motor cars.

OFFICERS.—Pres. K. M. Smith, V. Pres. George T. Morgan, Sec. & Treas. R. H. Conover, Supt. Frank P. Gardner.

DIRECTORS.—Geo. T. Morgan, K. M. Smith, R. H. Conover, W. B. Ferguson, A. E. Pond.

GENERAL OFFICE, Nanticoke, Pa.

Date of information Jan., 1901. b

NASHUA, N. H.

Population in 1880, 13,397, in 1890, 19,311, in 1900, 23,898.

Nashua Street Railway.—Chartered Aug. 14, 1885. On Nov. 7, 1900, this company was consolidated with the Lowell, Lawrence & Haverhill St. Ry. Co. through the Lowell & Suburban Ry., the capital-stock of all the companies being now controlled by the Massachusetts Electric Companies, of Boston, Mass.

CAPITAL STOCK, authorized, $325,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1891, due 1911, subject to call Apr. 1, 1901; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nashua Trust Co., of Nashua, N. H., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$53,076	$60,500	$59,655	$61,834	$63,895
" other sources	564	604	605	550	617
" total	53,640	61,104	60,260	62,384	64,512
Operating expenses	43,067	43,924	44,387	42,643	45,032
Earnings from operation.	10,573	17,180	15,873	19,741	19,480
Deductions from earnings.					
Taxes	56	10,675	788	879	1,471
Interest on notes	97		1,468	1,861	2,476
Coupons on bonds	8,750		9,000	9,000	9,000
Other deductions	12,518		†4,716		135
Net income	*10,848	6,505	*99	8,001	6,398
To surplus account,	*10,848			8,001	6,398
To re-appraisal of prop.	*47,034	*42,956	*43,055	*40,171	54,623
Total surplus account					20,850

*Deficit.

†Depreciation account.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,522	$ 4,641	$ 5,320	$ 4,025	$ 4,765
Maintenance of way and buildings	542	1,670	1,840	2,734	2,979
Maintenance of equip	2,683	1,795	2,023	2,409	2,191
Transportation expenses.	22,417	34,961	34,741	35,219	32,708
Total	$28,164	$43,067	$43,924	$44,387	$42,643

STATISTICS OF TRAFFIC.

Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Passengers carried	546,013	954,333	1,222,955	1,213,225	1,260,060
Car miles run	174,200	400,353	462,459	464,276	445,982
Total rec. per car mile	$.154	$.134	$.132	$.130	$.139
Operating expenses per car mile	.162	.108	.0905	.093	.095

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$294,422	$307,696	$306,055	$307,240	$369,716
Equipment	60,714	61,543	61,620	61,620	63,349
Land and buildings	37,911	38,121	38,356	38,956	39,624
Cash and cash assets	8,374	2,894	2,852	7,967	13,558
Material and supplies	1,275	1,575	1,954	1,182	1,925
Other assets	2,528	4,923	2,853		575
Profit and loss (deficit)	47,034	42,956	43,055	40,171	
Total	$452,257	$459,708	$456,745	$457,136	$488,751

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Unfunded debt	49,912	59,708	53,887	54,806	63,253
Accrued interest	2,345		2,504	2,330	4,184
Sinking fund				354	464
Profit and loss (surplus)					20,850
Total	$452,257	$459,708	$456,745	$457,136	$488,751

PLANT AND EQUIPMENT.—Miles of track (electric), 15.36; gauge, 4 ft. 8½ in.; 56 lb. T and 84 lb. girder rail; 1 horse, 31 cars, of which 23 are motor cars and 8 trail cars, 25 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John A. Fisher, Sec. John P. Goggin, Treas. J. H. Goodspeed, Gen. Man. E. C. Foster, Supt. Franklin Woodman, Div. Supt. Thomas Lees, Elecn. Chas. F. Bancroft.

DIRECTORS.—John A. Fisher, Fred C. Anderson, J. P. Goggin, Nashua, N. H.; Jos. H. Goodspeed, Boston, Mass.; P. F. Sullivan, Lowell, Mass.

GENERAL OFFICE, 64 E. Pearl St., Nashua, N. H.

POWER STATION, Lowell, Mass.; sub-station Hudson, N. H.

Date of information, Feb., 1901. z

NASHVILLE, TENN.

Population in 1880, 43,350, in 1890, 76,168, in 1898, in 1900, 80,865.

Nashville Railway.—This company is a consolidation in Jan., 1900, of the Nashville Street Railway Co., the Citizens Rapid Transit Co., and the Nashville and Suburban Railway Co. This company also owns the capital stock of the Cumberland Electric Light & Power Co., which owns valuable lighting contracts. In Feb., 1901, owing to the default of the Aug., 1900, interest on consolidated bonds, a committee of bond holders was appointed (see below) who appointed the Baltimore Trust & Guarantee Co. depository for the bonds.

Capital Stock, authorized and issued, $6,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,500,000, issued, $2,300,000; held in escrow, $2,549,000; held in treasury, $1,651,000 (see note); dated Feb. 1, 1900, due 1950; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., Baltimore, trustee of mortgage.

Note.—$2,549,000 of this issue of bonds are held to retire prior liens of the constituent companies and $1,651,000 are held for future extensions or new properties to be issued only with trustee's consent.

Franchises.—Municipal franchises perpetual and exclusive on streets occupied.

Operation.—Figures here given are those of the Nashville Street R. R. Co. for years ending Apr. 30, prior to 1899 and of the combined properties including the lighting plant for the nine months preceding consolidation and ending Dec. 31, 1899.

	1896.	1897.	1898.	Dec. 31, 1899.
Total receipts	$322,566	$350,426	$493,185	$535,253
Operating expenses	182,761	183,205	234,360	271,722
Earnings from operation	139,805	167,221	258,825	263,531
Fixed charges				152,797
Net income				110,734

Plant and Equipment.—Miles of track (electric), 66.2; gauge, 5 ft.; 45 lb. to 80 lb. girder and T rail; 142 cars, of which 117 are motor cars and 25 trail cars; Phœnix I. W. engines, Gen. Elec. motors, Brill and Pullman cars; power from Cumberland Light & Power Co.

Officers.—Pres. T. E. Hambleton, Baltimore; V. Pres. & Gen. Man. Richard Emory, Sec. & Treas. N. P. Yeatman, Supt. of Transportation W. W. Aires.

Bondholders Committee.—Chairman John B. Ramsey, Wm. C. Seddon, R. Lau, Caster Williams, F. M. Colston, John N. Steele.

Executive Committee.—Nathaniel Baxter, Jr., A. H. Robinson, T. J. Felder, J. C. Bradford, F. O. Watts, Richard Emory, V. E. Schwab, S. J. Keith.

Directors.—F. S. Hambleton, T. E. Hambleton, S. M. Murphy, Jno. N. Steele, A. H. Robinson, L. D. Tyson, Richard Emory, J. C. Bradford, F. O. Watts, N. Baxter, Jr., G. M. Fogg, S. J. Keith, V. E. Schwab, C. C. Howell, F. W. Child.

General Office, Wilcox Bldg., Nashville.

References.—NASHVILLE STREET RAILWAY.—Description of road, Vol. X, Souv., '94, p. 57; increase of bonds, Vol. XI, Feb., '95, p. 124; UNITED ELECTRIC RAILWAY.—Receivership, Vol. X, Feb., '94, p. 145. annual report, Vol. X, Jan., '94, p. 78.

Date of information, Feb., 1901. z

NATCHEZ, MISS.

Population in 1880, 7,058, in 1890, 10,102, in 1900, 12,210.

Natchez Street Railroad Co.—This property is owned by the Natchez Light, Power & Transit Co., and pending reorganization and electrical equipment is not now in operation.

CAPITAL STOCK, authorized, $100,000, issued, $25,000; par value, $100 per share.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. to 52 lb. girder, flat and T rail; 20 horses, 4 horse cars.

OFFICERS.—Pres. Pur. Agt. & Supt. Maurice Moses, Sec. & Treas. A. Moses.

GENERAL OFFICE, Natchez Savings Bank Bldg., corner Main and Pearl Sts.

Date of information, Jan., 1901. z

Natchez Light, Power & Transit Co.—Incorporated July, 1898. This company owns the property and franchises of the Natchez Street R. R. Co. not now in operation, and has exclusive arc lighting contracts for 10 years with the city; also large incandescent lighting interests.

OFFICER.—Pres. Maurice Moses.

GENERAL OFFICE, Natchez Savings Bank Bldg., Natchez, Miss.

Date of information, Jan., 1901. z

NATICK, MASS.

Population in 1880, 8,479, in 1890, 9,118, in 1900, 9,448.

South Middlesex Street Railway Co.—This company operates lines extending from South Natick to Natick, South Framingham, Ashland and Hopkinton.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$51,009	$52,074	$57,119	$60,252	$63,451
Operating expenses	34,548	31,040	36,033	39,479	45,491
Earnings from operation	16,460	21,034	21,086	20,773	17.960
Deductions from earnings					
Interest	8,198	8,030	7,572	7,462	8,280
Taxes	1,673	1,643	1,699	2,121	3,619
Other deductions	325				2,037
Net income	6,264	11,361	11,815	11,190	4,024
Dividends paid	4,000	5,500	6,000	6,000	8,000
To surplus account	2,264	5,861	5,815	5,190	*3,976
Total surplus account	2,221	5 027	9,361	14,383	10,368

*Deficit.

DIVIDENDS.—In 1893, 3 p. c.; in 1894, 10.5 p. c. on $60,000; in 1895, 2½ p. c.; in 1896, 4 p. c.; in 1897, 5½ p. c.; in 1898–9, 6 p. c.; in 1900, 8 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
General expenses	$ 6,614	$ 6,227	$ 7,162	$ 8,278	$ 6,575
Transportation exp.	21,758	19,554	21,718	21,676	25,184
Main. way and bldgs.	3,827	3,184	4,307	6,036	8 871
" " equipment.	2,349	2,075	2,846	3,489	4,861
Total	$34,548	$31,040	$36,033	$39,479	$45,491

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Pass. carried	1,016,782	1,034,399	1,134,670	1,195,879	1,263,117
Car miles run	249,277	254,122	269,181	279.898	282,683
Gr. rcpts p. car mile.	$.205	$.205	$.212	$2.15	$.224
Op. exp. p. car mile	.138	.122	.133	1.30	.161

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$141,950	$141,976	$142,036	$142,137	$151,818
" equipment.	55.261	52,808	56,928	59,400	60,278
Other perm invest.	52,685	56,036	59,036	66,411	75,342
Cash & cur. assets	2,834	3,937	2,204	4,291	9,025
Other assets	3,508	2,666	2,169	1,983	6,445
Total	$256,239	$257,424	$262,373	$274,222	$302,908
LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100.000	100,000	100,000	100,000
Floating debt	51,368	50,026	51,054	57,410	87,114
Accrued liabilities	2,650	2,371	1,958	2,429	5,427
Prof. and loss (surp.)	2,221	5,027	9,361	14,383	10,367
Total	$256,239	$257.424	$262.373	$274,222	$302,908

PLANT AND EQUIPMENT.—Miles of track (electric) 13.8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 19 motor cars; Gen. Elec. and Short dynamos and motors, Newburyport, Jackson & Sharp, Massachusetts and Briggs cars.

OFFICERS.—Pres. W. B. Ferguson, Sec. & Treas. J. J. Valentine, Supt. J. W. Sullivan.

DIRECTORS.—W. B. Ferguson, J. J. Valentine, G. A. Bridges, F. Bigelow, S. A. Sweetland, H. H. Whitney, J. M. Fiske.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Jan., 1901. b

Natick & Cochituate Street Railway Co.—Chartered May, 1885. Annual meeting second Monday in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$28,040	$45,739	$55.490	$64,371	$68,812
Operating expenses	29,784	36,381	46,929	50,608	54,123
Earnings from oper.	8,256	9,358	8,561	13,763	14,689
Deductions from earn.	702				
Int. on floating debt.		64	629	1,876	3,449
Taxes		1,619	1,659	2,371	2,070
Net income	7,554	7,675	6,273	9,516	9,170
Dividends paid	5,000	6,000	6,000	8,000	8,000
To surplus account	2,554	1,675	274	1,516	1,170
Total surplus account	7,762	9,437	9,711	11,226	13,096

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 3,198	$ 3,299	$ 4,766	$ 5,276	$ 6,215
Transportation exp.	16,152	17,060	25,667	25,345	31,815
Main. of way and bldgs.	4,335	7,220	7,174	7,432	2,233
" " equip.	6,098	8,801	9,322	12,555	13,860
Total	$29,784	$36,381	$46,929	$50,608	$54,123

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Passengers carried	754,408	908,362	1,089,877	1,287,893	1,364,883
Car miles run	189,767	208,461	257,772	297,710	405,654
Gross recps. p. car mile	$.200	$.219	$.215	$.216	$.169
Oper. exp. per car mile.	.157	.175	.182	.170	1.45

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 69,743	$ 86,443	$ 86,443	$136.243	$136,243
" equipment	26,666	29,966	29,966	29,966	33,893
Other perm. invest.	9,220	9,220	9,690	9,690	9,690
Cash and current assets.	3,633	3,808	763	1,184	227
Total	$109,262	$129,437	$126,862	$177,083	$180,053
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Floating debt	1,500	20,000	17,151	65,857	66,957
Profit and loss (sur.)	7,762	9,437	9,711	11,226	13,096
Total	$109,262	$129,437	$126,862	$177,083	$180,053

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 58 lb. T rail; 24 motor cars; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. H. Harwood, Clerk F. H. Hayes, Treas. R. W. Harwood, Supt. Frank P. Quackenbush.

DIRECTORS.—H. Harwood, S. W. Holmes, C. A. Pooke, Frank P. Quackenbush, F. H. Hayes, Robt. W. Harwood, O. A. Felch, Natick, Mass.

GENERAL OFFICE, Natick, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; operating detail, Vol. XIV., Sept., '98, p. 484; operating detail, Vol. XIV., Sept., 98, p. 489; cost of electric power generation, Vol. XIV., Sept., '98, p. 492.

Date of information, Feb., 1901. z

Natick & Needham Street Railway Co.—Chartered Apr. 3, 1900. Commenced operation in Natick, Needham and Dover, July 24, 1900.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

OPERATION.—Period from July 24 to Sept. 30, 1900.

Gross receipts	$2,549
Operating expenses	2,337
Earnings from operation	212
Interest	1,069
Taxes	425
Net income	*1.282

*Deficit.

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road and equip....	$88,250	Capital stock............	$50,000
Accounts receivable......	13,538	Accounts payable........	53,045
Profit and loss (deficit)....	1,282	Other liabilities..........	25
Total................	$103,070	Total................	$103,070

PLANT AND EQUIPMENT.—Miles of track (electric), 5.82; gauge, 4 ft. 8½ in.; 60 lb. rail; 5 motor cars, 20 motors.

OFFICERS.—Pres. & Gen. Man. W. B. Ferguson, Sec. & Treas. George A. Butman.

DIRECTORS.—Wm. B. Ferguson, George A. Butman, Malden; John H. Cunningham, Chelsea; Francis Bigelow, Harvey H. Whitney, James H. Fiske, Natick; Charles L. Claflin, Hopkinton.

GENERAL OFFICE, Natick, Mass.

Date of information, Jan., 1901. b

NEBRASKA CITY, NEB.

Population in 1880, 4,183, in 1890, 11,494, in 1900, 7,380.

Nebraska City Street Railway Co.—Chartered June, 1888, for 99 years. In Jan., 1901, negotiations were pending to change the road to electric equipment and add a lighting plant.

CAPITAL STOCK, authorized, $50,000, issued, $17,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8½ in.; 20 lb. to 45 lb. T and girder rail; 22 horses, 7 horse cars. The company is operating but 4 miles of track at present with 4 cars and 14 horses. It is the company's intention to make an early change to electric power.

OFFICERS.—Pres. & Gen. Man. H. H. Bartling, V. Pres. J. J. Teten, Sec. J. C. Watson, Treas. F. W. Rodenbrock.

DIRECTORS.—H. H. Bartling, J. J. Teten, F. W. Rodenbrock, J. C. Watson, Pat Roddy, Wm. Schminke, M. E. Duff.

Date of information, Feb., 1901. z

NEENAH, WIS.

Population in 1880, 4,202, in 1890, 5,076, in 1900, 3,954.

Menasha & Neenah Street Railway Co.—Chartered 1885. This road, it is reported, is operated in connection with the interurban line of the Winnebago Traction Co., of Oshkosh, Wis.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—First mortgage bonds, $25,000; dated Nov. 1, 1886, due 1896; denom. $15 and $500; int. payable May and Nov., at office of the Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 35 lb. tram rail; 3 motor cars.

OFFICERS.—Unknown.

Date of information, Mar., 1901. x

NEGAUNEE, MICH.

Population in 1880, 3,931, in 1890, 6,078, in 1900, 6,935.

Negaunee & Ishpeming Street Railway & Electric Co.—This is a consolidation of the Negaunee & Ishpeming Street R. R. Co., the Negaunee Electric Light Co. and the Ishpeming Gas & Electric Co.

CAPITAL STOCK, authorized, $150,000, issued, $142,000; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 motor cars; West. and Ideal engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. S. Mitchell, V. Pres. F. Braastad, Sec. Treas. & Gen. Man. A. B. Miner, Supt. Pur. Agt. & Elecn. H. F. Pearce.

GENERAL OFFICE, Ishpeming, Mich.

POWER STATION, Negaunee, Mich.

Date of information, Jan., 1901. z

NELSON, B. C.

Population in 1899, 8,000.

Nelson Electric Tramway Co.—This road was placed in operation Nov. 30, 1899, for three miles, and is constructing two miles additional.

CAPITAL STOCK, authorized, $250,000, issued, $200,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars, Canada Gen. Elec. 300 K. W. generator and 35 H. P. motors; Duplex cars; McGuire trucks.

OFFICERS.—Pres. F. W. Peters, V. Pres. T. J. Duncan, Sec. Treas. & Gen. Man. A. V. Mason.

GENERAL OFFICE Josephine and Vernon Sts., Nelson, B. C.

Date of information, Feb., 1901. z

NEW ALBANY, IND.

Population in 1880, 16,423, in 1890, 21,059, in 1900, 20,628.

New Albany Railway Co.—This is a successor to the New Albany Street R. R. Co. In Mar., 1894, John MacLeod was made receiver on a declaration of insolvency, the company having defaulted on the interest of its bonds. The receiver is now Louis Hartman who is operating the property.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—Receiver's certificates, $30,000.

First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July, at office of Columbia Finance & Trust Co., of Louisville, Ky., trustee of mortgage.

New Albany Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $150,000; dated July 1, 1888, due 1913; int. payable Jan. and July, at office of Louisville Trust Co., of Louisville, Ky., trustee of mortgage.

NOTE.—No interest on the mortgage indebtedness has been paid since Jan., 1894.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 52 lb. T rail; 29 cars, of which 13 are motor cars and 16 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver Louis Hartman, New Albany, Ind.; Sec. & Treas. H. W. W. Heazlitt, Supt. & Pur. Agt. Geo. MacLeod.

BONDHOLDERS COMMITTEE.—Louis Hartman, L. Allen, W. R. Belknap.

GENERAL OFFICE, 3d and Main Sts., Louisville, Ky.

Date of information, Feb., 1901. d x

Highland Railroad Co.—Chartered Nov. 9, 1895, as a reorganization of the New Albany Highland R. R. Co., whose property was sold in July, 1895, under foreclosure of mortgage.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. gold income bonds, authorized, $75,000, issued, $56,000, in treasury, $19,000; dated Jan. 1, 1896, due 1921; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry Terstegge, V. Pres. John Shrader, Sec. & Treas. F. H. Gohmann.

DIRECTORS.—Henry Terstegge, John Shrader, Jacob Zinsmeister, Chas. Schwartzel, John A. Everback.

GENERAL OFFICE, New Albany, Ind.

Date of information, Jan., 1901. z

NEWARK, O.

Population in 1880, 9,600, in 1890, 14,369, in 1900, 18,157.

Newark & Granville Street Railway Co.—This company is the successor by purchase at foreclosure sale in July, 1900, to the Newark Consolidated Electric Ry. Co.

CAPITAL STOCK, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 22 cars, of which 10 are motor cars and 12 trail cars; Hamilton and Russell & Taylor engines, Gen. Elec. dynamos and motors, Gilbert and Lamokin cars.

OFFICERS.—Pres. W. S. Wright, Man. & Pur. Agt. B. G. Dawes.

GENERAL OFFICE, Newark, O.

Date of information, Dec., 1900. x

NEW BEDFORD, MASS.

Population in 1880, 26,845, in 1890, 40,733, in 1900, 62,442.

Union Street Railway Co.—Chartered Mar. 18, 1887. Annual meeting first Thursday in Nov.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized and issued, $400,000; dated Jan. 2, 1894, due 1914; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from pass....	$205,596	$202,409	$187,728	$205,812	$224,110
" other sources.	18,548	18,216	18,410	18,656	25,530
" total.........	224,144	220,626	206,138	224,468	249,640
Operating expenses.	137,649	149,596	131,929	130,398	150,902
Earn. from oper'n..	86,496	71,030	74,209	94,070	98,738

Ded. from earnings.	1896.	1897.	1898.	1899.	1900.
Interest	25,699	24,292	22,227	23,609	22,635
Taxes	4,736	6,676	7,299	14,627	14,857
Other deduct's.	100	148		7,295	1,197
Net income........	55,960	39,914	44,683	48,539	60,049
Dividends paid.....	28,000	37,000	27,000	36,000	36,000
To surplus account..	27,960	2,914	17,683	12,539	24,049
Debit to profit & loss				12,539	21,811
Total surplus acct..	77,436	77,650	50,000	50,000	52,238

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 4 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c. on $350,000 and 2 p. c. on $450,000; in 1898, 6 p. c.; in 1899 and 1900, 8 p. c. on $450,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses......	$ 27,158	$ 25,051	$ 23,274	$ 21,322	$ 22,822
Trans. expenses........	96,827	102,006	91,839	88,479	105,932
Main. of way and bldg..	6,467	9,867	7,152	8,735	7,972
" " equip.	7,197	12,671	9,664	11,862	14,176
Total..............	$137,649	$149,596	$131,929	$130,398	$150,902

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried........	4,062,282	*3,776,878	4,202,903	4,590,934
Car miles run.............	769,093	799,738	969,911	1,088,803
Total receipts per car mile.	$.287	$.257	$.231	$.229
Operating exp. per car mile.	.195	.164	.134	.138

*Revenue passengers.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road........	$528,610	$518,448	$535,948	$ 529,713	$ 566,079
" equipment...	195,186	186,556	174,301	180,486	176,709
Other per. invest....	197,900	237,992	245,819	274,484	257,209
Cash & current assets	21,875	12,230	16,610	24,814	57,897
Other assets.........	3,000	2,130	431		14,416
Total...........	$946,571	$957,356	$973,109	$1,009,497	$1,072,310
LIABILITIES.					
Capital stock........	$350,000	$450,000	$450,000	$ 450,000	$ 600,000
Funded debt.........	350,000	350,000	350,000	350,000	400,000
Other liabilities......	169,135	79,705	123,109	159,497	20,073
Profit and loss (sur.).	77,436	77,650	50,000	50,000	52,237
Total...........	$946,571	$957,356	$973,109	$1,009,497	$1,072,310

PLANT AND EQUIPMENT.—Miles of track (electric), 25.5; gauge, 4 ft. 8½ in.; 60 lb. to 98 lb. girder and T rail; 6 horses, 87 cars, of which 3 are horse cars and 84 electric cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Treas. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. Clarence A. Cook, Gen. Supt. E. E. Potter.

DIRECTORS.—Henry H. Crapo, Edward S. Brown, Clarence A. Cook, T. B. Tripp, Lot B. Bates, Frank W. Brightman, C. H. Lawton. New Bedford; Walter P. Winsor, Fairhaven, Mass.; S. H. Wagner, New Haven, Conn.

GENERAL OFFICE, 7 Purchase St., New Bedford.

REFERENCES.—Increase of stock and bonds, Vol. X, Jan., '94, p. 78; Vol. X, Feb. '94, p. 146; annual report, Vol. X, Jan., '94, p. 78.

Date of information, Feb., 1901. z

Dartmouth & Westport Street Railway Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued $90,000; coupon, but may be registered; dated Apr. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION. —Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers..	$107,087	$97,276	$95,579	$96,618	$103,041
" other sources.....	4,055	5,649	1,335	1,448	1,596
" total............	111,142	102,925	96,914	98,066	104,637
Operating expenses........	86,971	74,788	68,052	67,929	72,095
Earnings from operation...	24,171	28,137	28,862	30,137	32,542
Deductions from earnings.					
Interest..............	4,500	4,500	4,500	4,512	4,500
Taxes.................	2,331	2,343	2,424	4,941	5,142
Special charges.......	1,200	1,200	6,200	7,264	1,200
Other deductions..........		6,041	1,981	1,681	1,878
Net income...............	16,128	14,053	13,757	11,751	19,822
Dividends paid............	14,250	12,000	12,000	12,000	12,000
To surplus account........	1,878	2,053	1,757	*248	7,822
Total surplus account.....	15,299	17,352	19,108	19,924	20,000

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses............	$19,078	$ 9,537	$ 9,098	$ 9,328	$10,348
Transportation expenses.....	58,339	56,201	52,341	51,565	50,884
Main. of way and buildings..	5,199	4,499	2,797	4,452	6,028
" " equipment..	4,355	4,551	3,843	2,584	4,835
Total..................	$86,971	$74,788	$68,052	$67,929	$72,095

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried........	684,654	614,114	*551,674	559,004	588,239
Car miles run.............	351,740	338,938	337,232	309,078	301,752
Total receipts per car mile.	$.316	$.304	$.287	$.317	$ 346
Op. ex. per car mile........	.247	.221	.201	.220	.239

*Revenue passengers.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road...........	$167,905	$167,905	$167,905	$167,905	$149,345
" equipment.....	68,027	68,027	68,027	64,865	94,241
Other perm. property...	11,560	11,560	11,560	11,460	11,460
Cash and current assets.	16,773	17,543	23,161	34,875	18,480
Total..............	$264,265	$265,034	$270,653	$279,105	$273,526
LIABILITIES.					
Capital stock..........	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt............	90,000	90,000	90,000	90,000	90,000
Current liabilities......		4,082	1,745	2,117	6,326
Accounts payable......		6,566			
Special funds..........	2,400	3,600	9,800	17,064	7,200
Profit and loss (surplus).	15,299	17,352	19,108	19,924	20,000
Total..............	$264,265	$265,034	$270,653	$279,105	$273,526

PLANT AND EQUIPMENT.—Miles of track (electric), 19.97; owned, 9.84, leased, 10.13; gauge, 4 ft. 8½ in.; 70 lb. T rail; 21 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson and Jones cars.

OFFICERS.—Pres. & Treas. Henry H. Crapo, New Bedford; V. Pres. F. W. Brightman, Sec. R. S. Goff, Fall River; Supt. E. E. Potter.

DIRECTORS.—F. W. Brightman, B. D. Davol, O. Prescott, Jr., E. S. Brown, R. S. Goff, Chas. E. Cook, W. L. Winslow, H. H. Crapo, A. L. Sylvia.

GENERAL OFFICE, 7 Purchase St., New Bedford, Mass.

REFERENCES.—Description of car, Vol. X, Sept., '94, p. 584 (ill.) pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Feb., 1901. z

Fall River & Brockton Air Line Railway Co.—This company was organized to construct an electric railway from New Bedford to Fall River, and surveys for the line are being made.

CAPITAL STOCK, authorized, $150,000; par value, $100 per share.

FUNDED DEBT.—None.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 motor cars.

OFFICERS.—Sec. Geo. R. Phillips, Gen. Man. A. P. Smith.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Nov., 1899. d

NEW BRITAIN, CONN.

Population in 1880, 11,800, in 1890, 19,010, in 1900, 25,998.

Connecticut Railway & Lighting Co.—Original charter as The Gas Supply Co., July 2, 1895; amended charter Mar. 2, 1899, changing the name to Connecticut Lighting & Power Co., and extending the operations to include electric light and power business, and to lease, purchase, hold or sell the securities of other corporations in any part of Connecticut making or using gas or electricity. On Jan. 10, 1901, name was changed to Connecticut Railway & Lighting Co. The capital stock of this company is controlled by the United Gas Improvement Co., of Philadelphia.

CAPITAL STOCK.—Common stock, authorized and issued, $11,000,000, preferred stock, 5 p. c. (cumulative after Jan. 1, 1904), authorized and issued, $4,000,000.

FUNDED DEBT.—First and refunding mortgage 4½ p. c. gold bonds, authorized, $15,000,000, issued, $8,097,200; dated Jan. 1, 1901, due 1951; denom. $1,000; not subject to call; int. payable at office of Colonial Trust Co., New York, trustee of mortgage and registrar of stock; transfer agency at office of the company, Bridgeport, Conn.

The company has acquired the property of, or holds a controlling interest in, the following corporations:

Bridgeport Traction Co.,
Central Railway & Electric Co.,
Derby Street Ry. Co.,
Milford Street Ry. Co.,
Norwalk Street Ry. Co.,
Norwalk Tramway Co.,
Shelton Street Ry. Co.,
Southington & Plantsville Tramway Co.,
Waterbury Traction Co.,
Westport & Saugatuck Street Ry. Co.,
Greenwich Gas & Electric Light Co.,
Naugatuck Electric Light Co.,
Norwalk & South Norwalk Electric Light Co.,
Norwalk Gas Light Co.

It is reported that, excepting small amounts of the bonds of the Bridgeport Traction Co., the Derby Street Ry. Co. and the Connecticut Lighting & Power Co., all of the bonds of the constituent companies have been called, and since Jan., 1901, control has been acquired of the Housatonic Power Co., the Waterbury Gas Light Co., the Westport Electric Lighting Co., and the Westport Water Co., the latter doing an electric business.

The railways controlled comprise 161 miles, reaching through the vicinity of Bridgeport, Derby, Ansonia, etc., to New Haven and Hartford.

Officers.—Pres. A. M. Young, 1st V. Pres. R. A. C. Smith, 2d V. Pres. George E. Terry, Sec. & Treas. Lewis Lillie, Asst. to Sec. & Treas. E. W. Poole, Man. Dir. Walton Clark.

Directors.—A. M. Young, M. J. Warner, Branford, Conn.; R. A. C. Smith, H. G. Runkle, New York City; Walton Clark, Randal Morgan, Lewis Lillie, Philadelphia, Pa.; Geo. E. Terry, David S. Plume, A. O. Shepardson, B. G. Bryan, Waterbury, Conn.

General Office, Bridgeport, Conn.

Philadelphia Office, Broad and Arch Sts.

New York Office, 100 Broadway.

Date of information, Mar., 1901. z

Central Railway & Electric Co. (New Britain Division of the Connecticut Ry. & Lighting Co.)—This company is the successor to the New Britain Tramway Co. and the New Britain Electric Light Co., and is operated in conjunction with the Waterbury division of the Connecticut Ry. & Lighting Co., the property which, previous to June, 1899, was the Waterbury Traction Co.

Capital Stock, authorized, $1,000,000, issued, $600,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $700,000, issued, $600,000; coupon, but may be registered; dated Dec., 1893, due 1923; int. payable June and Dec., at New Britain National Bank; trustee of mortgage, Old Colony Trust Co., Boston, Mass.

Eight year funded 5 p. c. notes, $69,000; dated 1898, due 1906; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

Operation.—Year ending	Sept. 30,		June 30,	
	1897.†	1898.†	1899.†	1900.
Receipts from passengers	$87,960	$92,708	$87,124	$107,741
" other sources	66,057	71,735	69,117	*4,855
" total	154,017	164,443	156,241	112,596
Operating expenses	104,084	107,339	104,670	75,592
Earnings from operation	49,933	57,104	51,571	37,004
Deductions from earnings.				
Taxes	6,731	8,068	7,649	5,410
Interest	26,650	29,381	34,000	24,136
Net income	16,552	19,655	9,922	7,458

STATISTICS OF TRAFFIC.

Year ending	Sept. 30,			June 30,	
	1896.	1897.	1898.	1899.	1900.
Passengers carried	2,600,458	2,071,339	2,181,017	2,078,275	2,391,916
Car miles run	401,284	383,871	475,920	450,219	555,940

* Not including $78,338 receipts and $64,604 charges of electric light plant.

† Including electric light plant.

Balance Sheet (including railway and light plant).—Dated

	Sept. 30,		June 30,	
ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,150,998	$1,171,356	$1,186,591	$1,230,274
" equipment	121,605	144,146	150,540	167,948
Material on hand	3,852	2,153	1,153	877
Accounts receivable	21,963	7,564	7,542	7,279
Miscellaneous assets	3,535	17,106	7,408	321
Cash on hand	870	13,316	1,530	2,384
Total	$1,302,823	$1,355,641	$1,354,764	$1,409,083
LIABILITIES.				
Capital stock	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Funded debt	533,000	600,000	680,000	596,000
Coupon notes, 8 years		80,000		69,000
Bills payable	119,471	2,608	10,000	69,457
Accounts payable	9,198	3,982	8,478	4,182
Taxes	4,520	6,265	6,180	3,426
Interest	8,883	10,000	3,500	
Other liabilities		7,000		
Profit and loss (surplus)	27,749	45,786	46,606	67,018
Total	$1,302,823	$1,355,641	$1,354,764	$1,409,083

Plant and Equipment.—Miles of track (electric), 22.56; gauge, 4 ft. 8½ in.; 35 lb. to 67 lb. T rail; 36 motor cars; Allis and Harrisburg engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. R. A. C. Smith, Sec. H. G. Runkle, Treas. A. M. Young, Gen. Man. J. E. Sewell, Supt. F. L. Terry, New Britain.

Directors.—R. A. C. Smith, Wm. F. Sheehan, H. G. Runkle, 100 Broadway, N. Y. C.; A. M. Young, M. J. Warner, Brantford, Conn.; Randal Morgan, Phila.; D. S. Plume, George E. Terry, Waterbury; A. W. Paige, Bridgeport.

Date of information, Jan., 1901. b

NEW BRUNSWICK, N. J.

Population in 1880, 17,166, in 1890, 18,603, in 1900, 20,006.

Middlesex & Somerset Traction Co.—This company is a consolidation on Mar. 1, 1900, of the Brunswick Traction Co., the New Brunswick City Ry. Co. and the New York & Philadelphia Traction Co.

Capital Stock, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000, held in escrow to retire prior liens. $500,000; dated Mar. 1, 1900, due Jan. 1, 1950; denom. $1,000; coupon, but may be registered; not subject to call before maturity; int. payable at office of Fidelity Title & Deposit Co., Newark, N. J., trustee of mortgage.

PRIOR LIEN.

Brunswick Traction Co.'s first mortgage 5 p. c. gold bonds, $500,000; dated July 1, 1896, due 1926; not subject to call.

Plant and Equipment.—Miles of track (electric), 52; gauge, 4 ft. 8½ in; 56 lb. T rail; 28 motor cars, 5 snow plows and sweepers; 3 West. generators, 1,100 k. w. West. motors, Brill and J. & S. cars and trucks.

Officers.—Pres. Gottfried Krueger, Newark, N. J.; V. Pres. Andrew H. Radel, Bridgeport, Conn.; Sec. & Treas. Edward H. Radel, New Brunswick, N. J.; Supt. J. Butler, Ch. Engr. F. E. Woodward, Elecn. & Pur. Agt. D. McGregor.

General Office, George St., New Brunswick, N. J.

Date of information, Mar., 1901. d x

Brunswick Traction Co.—Chartered May 23, 1895. This com- is now owned by the Middlesex & Somerset Traction Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—$500,000.

Operation.—Year ending Dec. 31,	1895.	1896.	1897.	1898.	1899.
Gross receipts	$5,786	$38 513	$33,656	$51,842	$63,122
Operating expenses	3,071	20,196	21,707	51.019	56,552
Earnings from operation	2,715	18,317	11,994	823	6,570

Plant and Equipment.—Miles of track (electric), 32.87.

Officers.—Pres. Gottfried Krueger, V. Pres. John Radel, Sec. & Treas. Edw. H. Radel.

Directors.—Gottfried Krueger, John Radel, Edw. H. Radel, Andrew Radel, Newark, N. J.

General Office, George St., New Brunswick, N. J.

Reference.—Description of parlor car, Vol. XV., May, '99, p. 325 (ill.).

Date of information, Jan., 1901. b x

New Brunswick City Railway Co.—Chartered 1868, for 50 years. This property is now owned by the Middlesex & Somerset Traction Co.

Capital Stock, $100,000.

Funded Debt.—$25,000.

Operation.—Year ending Dec. 31,	1894.	1895.	1896.	1897.	1898.	1899.
Gross receipts	$12.717	$16,334	$23,745	$23,993	$34,561	$42,081
Operating exp.	14,850	16,042	26,928	28,943	34,012	37,701
Net income	*2,133	292	*3,184	*4,950	549	4,380

*Deficit.

Plant and Equipment.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 30 motor cars; 600 h. p. station plant; West. dynamos and motors, Stephenson cars, Brill trucks.

Officers.—Pres. Gottfried Krueger, V. Pres. John Radel, Sec. & Treas. Edw. H. Radel.

Directors.—Gottfried Krueger, John Radel, Andrew Radel, Edw. H. Radel.

General Office, George St.

Date of information, Jan., 1901. b x

The New York & Philadelphia Traction Co.—Chartered July 12, 1894, for 100 years. Annual meeting second Wednesday in Jan. This company has built about 6 miles of track, which is now owned by the Middlesex & Somerset Traction Co., New Brunswick, N. J.

Capital Stock, authorized, $10,000,000, issued, $100,000.

Funded Debt.—None yet issued.

Operation.—Year ending June 30, 1899.

Gross receipts	$22,211
Operating expenses	11,419
Earnings from operation	10,792

Plant and Equipment.—Miles of track (electric) 6.

Officers.– Pres. Gottfried Krueger, V.Pres. John Blair MacAfee, Sec. & Treas. Edw. H. Radel.

General Office, New Brunswick, N. J,

Date of information, Jan., 1901. b x

NEWBURGH, N. Y.

Population in 1880, 18,049, in 1890, 23,087, in 1900, 24,493.

Newburgh Electric Railway Co.—Chartered Feb., 1894, to take over the property and franchises of the Newburgh Street Ry. Co., which was sold under foreclosure of mortgage on Feb. 13. Annual meeting second Wednesday in Mar. This company owns and operates the property of the Newburgh & Orange Lake R. R. Co. and the Walden & Orange Lake R. R. Co. On June 30, 1900, W. H. Pouch was appointed receiver for this property, on application of Hamilton Trust Co.

Capital Stock, $150,000; par value, $100 per share.

Funded Debt, total authorized, $625,000, total issued, $550,000, as follows:

First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1944; denom. $500; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated Sept. 15, 1897, due 1947; int. payable Feb. and Aug., at office of Hamilton Trust Co., of Brooklyn, N. Y.

Debenture bonds, authorized $25,000, issued, $10,000; dated June 28, 1897, due 1907; int. payable Mar. and Sept.

Certificates of indebtedness, authorized and issued, $40,000; int. payable Jan. and July.

N. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated July 1, 1894, due 1944; int. payable Jan. and July.

W. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated Apr. 20, 1895, due 1945; int. payable June and Dec.

Operation.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$72,459	$75,614	$92,819
" other sources	11,418	11,351	637
" total	83,877	86,965	93,456
Operating expenses	49,214	49,459	50,966
Earnings from operation	$34,663	$37,506	42,490
Deductions from earnings.			
Interest	34,099	33,311	34,290
Taxes	2,500	3,300	3,600
Net income	*1,936	895	4,600
" June 30, 1897	*9,879		
" Total amount charged off	87,358	250	1,033
Charged for depreciation and adjustment	105,747		
Total	204,920		
Credit stock of N. & O. L. R. R. Co	100,000		
" " " W. & O. L. R. R. Co	100,000		
Net deficit	4,920	4,275	708

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$726,408	$726,408	$728,145
Cash	178	348	622
Bills and accounts receivable	3,237	3,374	2,836
Other assets	728	455	639
Profit and loss (deficit)	4,920	4,275	708
Total	$735,471	$744,860	$732,950
LIABILITIES.			
Capital stock	$150,000	$150,000	$150,000
Funded debt	550,000	550,000	550.000
Accrued interest	17,775	5,075	5,975
Loans	12,750	20,250	15,262
Bills and accounts payable	2,287	9,535	11,713
Other liabilities	2,659		
Total	$735,471	$734,860	$732,950

Plant and Equipment.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. steel rail; 20 motor cars and 7 trail cars; Dixon engines, West. dynamos and motors, Jackson & Sharp and Brill cars.

Officers.—Receiver Wm. H. Pouch, Pres. S. B. Dutcher, Sec. A. B. Pouch, Elecn. E. J. Irwin, Ch. Engr. of Power Station W. Brown,

Directors.—Silas B. Dutcher, Alden S. Swan, Wm. H. Burroughs, John Moll, S. S. Whitehouse, A. B. Pouch, Wm. H. Pouch, Fred'k H. Pouch, E. D. Pouch.

General Office, 244 Broadway, Newburgh.

References.—Description of road, Vol. XII, Feb. '96, p. 89 (ill.); freight transportation, Vol. XIII, June '97, p. 348

Date of information, Dec., 1900. b

NEWBURYPORT, MASS.

Population, in 1880, 13,538; in 1890, 13,914; in 1900, 14,478,

Citizens' Electric Street Railway Co.—This company purchased the property and franchises of the Newburyport & Amesbury Horse Ry. Co., chartered May 23, 1871, at receivers' sale on May 4, 1899, and in Oct., 1900 the Plum Island Electric Street Ry. Co. was consolidated with this company.

Capital Stock, authorized and issued, $190,000; par value, $100 per share.

Operation.—Year ending Sept. 30,	1896.	1897.	1898.	May 4 to Sept.30, 1899.	Year Sept.30 1900.
Receipts from passengers	$66,305	$58,776	$56,983	$27,704	$76,212
" other sources	1,309	2,121	2,909	406	636
" total	67,614	60,897	59,892	28,110	76,848
Operating expenses	41,168	41,811	54,929	12,688	42,797
Earnings from operation	26,446	19,086	4,963	15,422	34,051
Deductions from earnings.					
Int. on bonds	17,900	17,900	9,150		
" floating debt	6,354	5,944	6,537	1,690	7.232
Taxes	1,324	1,279	793	953	3,453
Other deductions					34
Net income	868	*6,038	*11,517	12,779	23,332
Total surplus account	10,124	*3,913	*15,430	12,779	36,111
Per cent oper'g exp. to total receipts	60.3	68.7	91.7	45.1	55.8

* Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	May 4 to Sept.30, 1899.	Year Sept.30, 1900.
Pass. carried	1,367,851	1,175,517	1,139,652	583,282	1,505,292
Car miles run	342,232	296,788	326,056	113,630	342,789
Total receipts per car mile	$.197	$.206	$.187	$.247	$.224
Oper.exps.p.c.m.	.120	.141	.171	.112	.125

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	†1899.	1900.
Cost of road	$324,610	$330,908	$332,372	255,143	$266,558
" equipment	160,153	170,790	171.400		57,390
Land and buildings	45,644	45,644	44,744		85,150
Cash and current assets	7,806	9,692	12,536	51,073	23,083
Other assets	14,923	14.759	8,808		2,009
Profit and loss (deficit)		3,913	15,430		
Total	$553,136	$575,706	$585,290	$306,216	$434,190
LIABILITIES.					
Capital stock	$ 80,000	$ 80.000	$ 80,000	$190,000	$190,000
Funded debt	350,000	358,000	358,000		
Bills payable	113,012				
Current liabilities		137,706	147,290	103,437	206,380
Accrued liabilities					1,699
Profit and loss (surplus)	10,124			12.779	36,111
Total	$553,136	$575,706	$585,290	$306,216	$434,190

† After reorganization.

Plant and Equipment.—Miles of track (electric), 19.08; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T and 90 lb. girder rail; 27 motor cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

Officers.—Pres. Wm. M. Butler, V. Pres. Alexander B. Bruce, Sec. & Treas. G. A. Butman, Supt. Elecn. & Pur. Agt. Chas. C. Benson, Ch Engr. of Power Station, C. J. Anderson.

Directors.—Wm. M. Butler, Charles C. Pierce, P. W. Sprague, A. B. Bruce, E. R. McPherson, H. F. Eldridge, G. A. Butman, Edwd. P. Shaw, Jr.

General Office, 32 Market Sq., Newburyport, Mass.

References.—Description of road, Vol. VI, Jan., '90, p. 40. Newburyport & Amesbury Electric Ry. Co.—Annual report, Vol. IX, '93, p. 65.

Date of information, Mar., 1901. z

Plum Island Electric Street Railway Co.—In Oct., 1900, this company was consolidated with the Citizens' Electric Street Ry. Co.

Capital Stock, authorized and issued, $40,000.

OPERATION.—Year ending Sept. 30,	1898.	1899.	1900.
Receipts from passengers	$11,678	$12,148	$13,913
" other sources	57	868	108
" total	11,735	13,016	14,021
Operating expenses	7,315	5,987	7,129
Earnings from operation	4,420	7,029	6,892
Deductions from earnings.			
Interest	364	1,019	1,856
Taxes	205	475	412
Other deductions		2,951	1,617
Net income	3,851	2,584	3,007
Total surplus	3,851	5,205	8,212

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.
Passengers carried	234,707	242,954	275,273
Car miles run	42,802	36,386	44,484
Total receipts per car mile	$.274	$.357	$.315
Operating expenses per car mile	.171	.164	.160

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$40,766	$44,002	$59,295
" " equipment	13,794	13,829	13,934
Other permanent invest	9,278	9,784	10,693
Cash and current assets	4,189	1,319	3,825
Other assets	68	148	
Total	$68,095	$69,082	$87,747
LIABILITIES.			
Capital stock	$40,000	$40,000	$40,000
Current liabilities	24,244	23,877	37,679
Accrued liabilities			1,856
Profit and loss (surplus)	3,851	5,205	8,212
Total	$68,095	$69,082	$87,747

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 8 motor cars; Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Edw. P. Shaw. Sec. & Treas. Geo. A. Butman, Supt. Chas. C. Benson.

DIRECTORS.—Edward P. Shaw, Jas. F. Shaw, Nathaniel Dole, Edward P. Shaw, Jr., Geo. A. Butman.

GENERAL OFFICE, 32 Market Square, Newburyport, Mass.

Date of information, Mar., 1901. z

NEW CASTLE (Lawrence Co.), PA.

Population in 1880, 8,418, in 1890, 11,600. in 1900, 28,339.

New Castle Traction Co.—This company has leased the properties of the New Castle & Mahoningtown Ry. and the New Castle Electric Street Ry. Co. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $500,000, par value $50 per share.

FUNDED DEBT.—First mortgage 5 p. gold bonds, authorized and issued, $500,000; dated May 1, 1897, due 1927; denom. $1,000; int. payable May and Nov., at office of Union Trust Co., of Pittsburg, Pa., trustee.

OPERATION.—Year ending June 30,	1897.	1898.	1899.	1900.
Gross receipts	$26,257	$83,429	$115,916	$137,493
Operating expenses	13,000	45,960	78,746	79,439
Earnings from operation	13,257	37,469	37,170	58,054
Deduction from earnings.				
Interest			21,026	25,000
Taxes			726	3,693
Other deductions				4,519
Net income			15,418	24,842
Total surplus		50,727	14,886	30,631
* Deficit.				

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$373,301	$421,027	$465,759	$492,062
" equipment	56,924	78,239	91,971	101,185
Stock of other companies	500,000	500,000	500,000	500,000
Cash	3,023	2,909	3,549	20,006
Other assets	262,848	311,575	138,283	182,111
Total	$1,196,096	$1,313,750	$1,199,562	$1,295,364
LIABILITIES.				
Capital stock	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt			500,000	500,000
Bills payable	534,107	515,500	162,000	241,000
Other liabilities	148,732	247,523	22,676	23,733
Profit and loss (surplus)	13,258	50,727	14,886	30,631
Total	$1,196,096	$1,313,750	$1,199,562	$1,295,364

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 53 cars, of which 31 are motor cars and 22 trail cars; West. dynamos and motors, New Castle, Jackson & Sharp and St. Louis cars, McGuire trucks.

OFFICERS.—Pres. R. R. Quay, V. Pres. J. D. Cameron Sec. & Treas. E. E. Hamilton, Gen. Man. Gaylord Thompson, Ch. Engr. of Power Station J. P. Toler.

DIRECTORS.—Gaylord Thompson, J. M. Cameron, R. R. Quay, Walter Lyon, J. D. Cameron.

GENERAL OFFICE, New Castle, Lawrence Co., Pa.

Date of information, Mar., 1901. z

NEW DECATUR, ALA.

Population in 1900, Decatur, 3,114; New Decatur, 4,437.

The People's Street Railway & Improvement Co.—Charter and municipal franchise granted in 1890, in perpetuity. Annual meeting fourth Tuesday in Oct.

CAPITAL STOCK, authorized, $18,000, issued, $15,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.87; gauge, 4 ft. 8½ in.; 20 lb T rail; 6 mules, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. L. R. Nelson, V. Pres. W. W. Nelson, Treas. & Supt. J. B. Nelson, Sec. Gen. Man. Ch. Engr. & Pur. Agt. Geo. A. Nelson.

DIRECTORS.—G. A. Nelson, L. K. Ray, J. B. Nelson, B. E. Hudnell, Wm. W. Nelson, E. J. Hudnall, H. A. Nelson.

GENERAL OFFICE, Moulton Heights, New Decatur, Ala.

Date of information, Feb., 1901. z

Decatur Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $40,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 30 mules, 5 horse cars.

OFFICERS.—V. Pres. A. C. Hartshorne, Sec. Treas. Gen. Man. & Ch. Engr. W. A. Bibb.

GENERAL OFFICE, New Decatur, Ala.

Date of information, Jan., 1901. z

NEW GLASGOW, N. S.

Population, 4,500, total population served 13,500.

New Glasgow Electric Co., Ltd.—This road is to connect Newglasgow, Westville, Stellarton, and Trenton; 8.5 miles, and is to begin operation early in the summer of 1899.

CAPITAL STOCK, authorized, $250,000, issued, $50,000.

FUNDED DEBT, authorized, $250,000, issued, $30,000.

OFFICERS.—Pres. J. L. Jennison, Sec. H. V. Jennison, Gen. Man. Pur. Agt. & Elecn. Fred A. Bowman.

Date of information, Feb., 1901. d

NEW HAVEN, CONN.

Population in 1880, 62,882; in 1890, 86,045; in 1900, 108,027.

New England Street Railway Co.—Chartered Feb., 1893, under the laws of New Jersey, to control street railway properties in New England. In May, 1900, the control of this company was secured by the Fairhaven & Westville R.R. Co., and the stock of the Winchester Ave. R.R. Co., previously held by this company, was transferred to them at $49 per share, the stock of the New England St. Ry. Co., to be reduced by the proceeds. The transfer was opposed in the courts, but the Fairhaven & Westville are now in possession.

Capital Stock, authorized, $5,000,000, issued, $1,081,925; par value, $25 per share. Dividends payable quarterly on Jan. 15, Apr. 15, July 15, and Oct. 15. Dividends in 1895, 4¼ p. c.; in 1896, 4¼ p. c.; in 1897, 3½ p. c.; in 1898, 2¼ p. c.; in 1899, 3 p. c.; in Jan., 1900, ¼ p. c.; in Apr., 1900, ¾ p. c.; none since.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. A. E. Pond.

Treasurer's Office, West Haven, Conn.

Date of information, Mar., 1901. z

Winchester Avenue Railroad Co.—Chartered June 5, 1889, in perpetuity. Annual meeting in July. In May, 1891, the New Haven & West Haven R. R. Co. was consolidated with this company. In Dec., 1895, this company leased the property of the West Shore Ry. Co. (which see for details of lease). The capital stock of this company is now controlled by the Fairhaven & Westville R.R. Co.

Capital Stock, authorized, $1,000,000, issued, $800,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon and registered bonds, authorized and issued, $500,000; dated Nov. 1, 1892, due 1912; denom. $1,000; int. payable May and Nov., at office of First National

Bank of New York, and Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Note.—The first mortgage bonds are the joint obligations of the Winchester Ave. R. R. Co. and the New Haven & West Haven R. R. Co., and are a first lien on all the franchises and tangible assets of the company now owned or to be hereafter acquired.

Operation.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June. 30, 1900.
Rec'pt from pass...	$245,609	$242,870	$153,911	$245,109	$270,261
" other sources...	5,705	5,450	11,755	26,833	8,630
" total..........	251,314	248,320	164,666	271,942	278,891
Operating expenses.	152,418	133,534	101,756	158,656	194,202
Earn. from oper...	98,896	114,786	62,940	113,286	84,689
Deductions from earn.					
Int. on bonds..	30,479	32,124	29,290	33,265	25,960
Taxes..........	8,720	12,485	12,776	15,293	16,319
Net income.........	59,697	70,177	20,874	64,728	42,410
Dividends paid.....	69,600	70,000	49,000	64,002	70,000
To surplus account.	†9,903	177	†28,126	726	†27,590
Per cent. op. exp. to total receipts...	60.6	53.8	61.7	58.3	69.6

† Deficit.

Dividends, in 1895, 1 p. c.; in 1896, 12 p. c.; in 1897, 11 p. c.; in 1898 and 1899, 10 p. c.; in 1900, 8¼ p. c.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried..........	5,361,727	4,381,462	6,014,419	5,957,179
Car miles run..............	1,000,379	764,801	1,099,558	1,155,372
Total receipts per car mile...	$.248	$.215	$.247	$.241
Operating exp. per car mile..	.133	.132	.144	.168

Balance Sheet.—Dated

	Sept. 30,		June 30,		
ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road....$	609,221 $	658,668 $	665,940 $	675,123 $	816,349
" equip....	227,304	235,026	235,493	250,780	263,928
Cash assets.....	35,900	12,933	2,172	35,598	12,162
Stock and prop'ty rights.........	210,000	210,000	210,000	210,000	210,000
Real estate.....	101,001	103,535	106,279	106,381	
Bills and acc'ts receivable....		2,835	3,880	3,149	2,972
Material and sup.		20,858	12,664	16,485	
Other assets....	22,959	11,223	15,962	24,462	6,122
Prof.& loss (def.)	16,743	6,886	33,735	33,008	61,498
Total......	$1,223,128	$1,261,964	$1,286,125	$1,354,986	$1,373 031
LIABILITIES.					
Capital stock...$	600,000 $	600,000 $	600,000 $	800,000 $	800,000
Funded debt....	594,000	593,000	593,000	514,000	500,000
Bills payable....	13,496	56,200	87,200	30,000	52,000
Accts. payable..	4,743	1,382	5,925	10,675	18,567
Accrued int., &c.	10,889	11,382		311	2,464
Total......	$1,223,128	$1,261,964	$1,286,125	$1,354,986	$1,373,031

Plant and Equipment.—Miles of track (electric), 21.6, of which 3.9 is leased; gauge, 4 ft. 8½ in ; 50 lb. to 72 lb. T rail; 99 cars, of which 72 are motor cars and 27 trail cars; 1500 H. P. station plant: West. engines, Gen. Elec. and West. dynamos and motors, Brill, Jones, L. & F., Newburyport and Stephenson cars.

Officers.—Pres. Henry S. Parmelee, V. Pres. Sam'l Hemingway, Sec. H. F. Spencer, Treas. & Supt. A. E. Pond, Ch. Engr. of Power Station H. F. Ackrill.

Directors.—Henry S. Parmelee, Jno. B. Carrington, A. E. Pond, George D. Watrous, S. H. Wagner, E. Hayes Trowbridge, H. F. Spencer, Samuel Hemingway, James S. Hemingway.

General Office, West Haven, Conn.

References.—Annual report, Vol. X, Mar., '94, p. 212; description of parks, Vol. XIII, Feb., '97, p. 93.

Date of information, Mar., 1901. z

West Shore Railway Co.—Chartered June 30, 1893. This company commenced operation July 1, 1894. On Dec. 15, 1895, the property of this company was leased to the Winchester Avenue R. R. Co., for 99 years, at a guaranteed rental of 5 p. c. per annum, payable semi-annually.

Capital Stock, authorized, $200,000, issued, $80,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $30,000; dated July 1, 1894, due 1914, but subject to call at three months' notice; denom. $500; int. payable Jan. and July, at office of Merchants' National Bank, of New Haven.

Officers.—Pres. James Dewell, Sec. & Treas. Albert E. Pond.

Directors.—J. D. Dewell, A. E. Pond, John B. Carrington.

General Office, West Haven, Conn.

Date of information, Mar., 1901. z

Fair Haven & Westville Railroad Co.—Chartered June 20, 1860. On Nov. 1, 1898, this company purchased the property of the New Haven Street Ry. Co. and the New Haven & Centerville Street Ry. Co. Consolidation ratified by General Assembly June 15, 1899. This company has issued notes to the amount of $826,359 to purchase a controlling interest in the capital stock of the Winchester Ave. R.R. Co.

Capital Stock, authorized, $5,000,000, issued, $2,500,000; par value, $25 per share. Dividends payable Jan., Apr., July and Oct.

Funded Debt.—The funded debt of the consolidated company amounts to $1,133,000 and consists of the prior liens of the constituent companies as follows:

New Haven Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $600,000; due Sept. 1, 1913; int. payable March and Sept.

New Haven Street Ry. Co.'s consolidated mortgage 5 p. c. bonds outstanding, $250,000 (see Note); int. payable June and Dec.

New Haven & Centerville Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $283,000; due Sept. 1, 1933; int. payable March and Sept.

Note.—New Haven Street Ry. Co,'s consolidated mortgage being first mortgage on former Edgewood Ave. and second mortgage on remainder of former New Haven Street Ry. Co.'s lines.

Operation.—The following is a combination of the operating reports of the New Haven Street Ry. Co., the New Haven & Centerville Street Ry. Co., and the Fair Haven & Westville R. R. Co.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	4 mos. ending Oct. 31, 1898.	8 mos. ending June 30, 1899.	Year ending June 30, 1900.
Rects. from pass.......	$521,925	$387,263	$215,027	$351,242	$580,538
" other sources.....	11,656	5,306	3,261	6,646	11,263
" total..............	533,581	392,569	218,288	357,888	591,801
Operating expenses....	345,603	227,281	121,972	224,338	332,396
Earning from opern....	187,978	165,288	96,316	133,550	259,405
Deduct. from earnings.					
Taxes..............	24,570	28,322	44	28,756	37,020
Interest............	65,658	35,957	22,427	46,217	69,922
Net income...........	97,750	101,009	73,845	58,577	152,463
Dividends paid........	85,000	54,000	79,000	50,000	106,250
To surplus account.....	12,750	47,009	*5,155	8,577	46,213

STATISTICS OF TRAFFIC.

Year ending June 30, 1900.

Passengers carried....................................	11,666,067
Car miles run...	3,067,951
Total receipts per car mile.........................	$.193
Operating expenses per car mile...................	.108

Balance Sheet.—Dated

	Sept. 30,	June 30,	Oct. 31,	June 30,	
ASSETS.	1897.	1898.	1898.	1899.	1900.
Cost of road........	$587,291	$589,219	$589,708	$3,313,189	$3,377,597
" equipment..	135,493	135,458	135,458	300,691	307,615
Other perm. invest..				69,574	89,156
Cash assets........	17,156	49,775	37,902	23,423	28,133
Whitney Ave. H. R. R. Co. stock......					29,200
New Haven & N'th H'vn St. Ry. Co...	21,133	20,733	20,733		
New H'vn & Centerville St. Ry. Co...	194,198	194,198	194,198		
Total..........	$955,271	$989,383	$977,999	$3,706,877	$3,831,70
LIABILITIES.					
Capital stock.......	$900,000	$900,000	$900,000	$2,000,000	$2,500,000
Funded debt........				1,133,000	1,133,000
Unfunded debt.....				565,300	143,641
Accident insur. fund.	17,786	21,921	24,539	8,267	16,635
Whitney Ave. H. R. R. Co............					270
Profit & loss (surp.).	37,485	67,462	53,460	310	38,155
Total...........	$955,271	$989,383	$977,999	$3,706,877	$3,831,701

Plant and Equipment.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 50 lb. to 74 lb. T rail; 187 motor cars and 15 trail cars, 6 snow plows; Allis engines, Gen. Elec. and West. dynamos and motors, Jackson & Sharp and Brill cars, Bemis trucks.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. Leverett Candee, Supt. Walter A. Graham, Elecn. F. G. Daniell, Ch. Engr. of Power Station L. A. Farnham.

Directors.—H. S. Parmelee, Samuel Hemingway, Geo. D. Watrous, James S. Hemingway, John B. Carrington, E. H. Trowbridge, Wilbur F. Day, S. E. Merwin.

General Office, 730 Chapel St., New Haven, Conn.

References.—Description of track, Vol. IX, Dec., '93, p. 795 (ill.); increase of stock, Vol. X, May, '94, p. 343; description of steam power plant (brief), Vol. X, Sept., 94, p. 552.

Date of information, Mar., 1901. z

Manufacturers' Street Railway Co.—Operation commenced in Dec., 1896. This road handles nothing but freight.

Capital Stock, authorized and issued, $20,000; par value, $25 per share.

Funded Debt.—Demand note $14,000.

Plant and Equipment.—Miles of track (electric), 1.36; gauge, 4 ft. 8½ in.; 70 lb. rail; 1-30 ton Gen. Elec. electric motor.

Officers.—Pres. Geo. S. Barnum, V. Pres. N. W. Kendall, Sec. F. L. Bigelow, Treas. & Gen. Man. Simeon J. Fox.

Directors.—Geo. S. Barnum, N. W. Kendall, F. E. Willliams Simeon J. Fox.

General Office, New Haven, Conn.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 54 (ill.).

Date of information, Mar., 1901. z

NEW LONDON, CONN.

Population in 1880, 10,537, in 1890, 13,759, in 1900, 17,548.

New London Street Railway Co.—Chartered 1886, in perpetuity.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $140,000, in treasury, $10,000; coupon but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass.; trustee of mortgage, Treasurer of Connecticut.

The unissued $10,000 mortgage bonds now in the treasury may be issued and sold only as provided by the general laws of Connecticut.

OPERATION.—Year ending Sept. 30,

				June 30,	
	1896.	1897.	1898.	1899.	1900.
Receipts from pass.....	$52,211	$52,402	$55,302	$55,919	$54,791
" other sources..	951	1,420	500	655	1,134
" total..........	53,162	53,822	55,802	56,574	55,925
Operating expenses.....	30,013	32,369	32,512	32,953	33,782
Earnings from operation	23,148	21,453	23,290	23,621	22,143
Deduct'ns from earn'gs.					
Interest on bonds....	5,500	5,500	5,500	5,500	5,970
Int. on float'g debt...			614	366	
Taxes...............	2,500	2,891	3,080	3,530	3,600
Net income............	15,148	13,061	14,096	14,225	12,573
Dividends paid.........	11,550	17,325	12,375	12,500	10,000
To surplus account.....	3,598	*4,264	1,721	1,725	2,573
Total surplus account..	27,053	16,789	18,510	7,112	9,703
P. c. op. exp. to tot. rec.	56.6	59.4	58.2	58.2	60.4

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

				June 30,	
	1896.	1897.	1898.	1899.	1900.
Passengers carried..	1,136,548	1,135,588	†666,844	1,210,526	1,206,018
Car miles run.......	212,323	214,348	†137,841	220,427	220,392
Tot. rects. per car mile	$.250	$.246		$.256	$.254
Op. ex. per car mile.	.141	.146		.104	.154

DIVIDENDS—In July, 1894, 2½ p. c.; in Jan., 1895, 3 p. c.; in July, 1895, 3 p. c.; in Jan., 1896, 3½ p. c.; in July, 1896, 3½ p. c.; in Jan., 1897, 3½ p c.; in July, 1897, 3½ p. c.; in 1898–9, 5 p. c., in 1900, 4 p. c.

†During 9 mos. ending June 30, 1898.

BALANCE SHEET.—Dated Sept. 30,

				June 30,	
ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road..........	$295,205	$193,900	$196,926	$206,718	$212,097
" equipment....	81,201	83,348	83,822	87,446	88,817
Other perm. invest....		102,072	104,649	94,952	102,054
Accounts receivable...		9,238	1,253	725	920
Cash assets...........	14,032	1,667	2,515	839	4,210
Other assets..........		2,095	121		
Total.............	$390,438	$392,321	$389,266	$390,680	$408,098
LIABILITIES.					
Capital stock*........	$247,500	$247,500	$247,500	$250,000	$250,000
Funded debt..........	110,000	110,000	110,000	110,000	140,000
Accru'd accident ins...			4,256		
Bills payable..........	5,886	18,032		23,568	8,395
Other liabilities.......			9,000		
Profit and loss (surplus)	27,053	16,789	18,510	7,112	9,703
Total.............	$390,438	$392,321	$389,266	$390,680	$408,098

* The capital stock was increased from $150,000 to $165,000 in Oct., 1895, from $165,000 to $247,500 in Apr., 1896, and from $247,500 to $250,000 in Nov., 1898.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.07; gauge, 4 ft. 8½ in.; 48 and 60 lb. T rail; 23 motor cars, 2 snow plows; Greene engines, Gen. Elec. dynamos and motors, Briggs, Jones and Newburyport cars, Bemis trucks.

OFFICERS.—Pres. & Sec. W. Learned, Treas. W. A. Tucker, 53 State St., Boston; Supt. L. Bentley, Ch. Engr. Edward Haven.

DIRECTORS.—John F. Perry, W. A. Tucker, Boston, Mass.; Aug. Brandegee, Walter Learned, Horace C. Learned, Billings Learned, Jas. Hislop, New London.

GENERAL OFFICE, New London, Conn.

TREASURERS' OFFICE, 53 State St., Boston, Mass.

REFERENCE.—Description of power plant, Vol. XIII, Feb., '97, p. 105 (ill.).

Date of information, Feb., 1901. b

NEW ORLEANS, LA.

Population in 1880, 216,090, in 1890, 242,039, in 1900, 287,104.

New Orleans City Railroad Co.—Chartered in 1898 for the purpose of acquiring the properties of the New Orleans Traction Co. Ltd., the New Orleans City & Lake R. R. Co., and the Crescent City R. R. Co.

Capital Stock, common stock, authorized and issued, $5,000,000.

5 p. c. cumulative preferred stock, authorized and issued, $2,500,000. This stock is to have preference over the common stock as to assets as well as for dividends, and the company shall have no power to create a new lien without the assent of the majority of the preferred stock. Preferred stock to elect a majority of directors until dividends for five consecutive years have been paid on preferred stock.

Funded Debt.—$6,115,000 as follows:

General mortgage (see note) 4 p. c. (5 p. c. after 5 years) gold bonds, authorized, $3,250,000. issued, $3,150,000; in treasury, for future acquisitions, $100,000; dated July 1, 1898, due 1943; denom. $1,000; int. payable at the office of Louisiana National Bank.

New Orleans City & Lake R. R. Co's. first mortgage 5 p. c. gold bonds, issued, $2,601,500; coupon, but may be registered; dated Jan. 2, 1893, due Jan. 1, 1943; denom. $500 and $1,000; int. payable Jan. and July, at office of New Orleans National Bank.

New Orleans City R. R. Co.'s first mortgage 6 p. c. bonds, outstanding, $398,500; dated 1879, due Dec. 1, 1903; int. payable June and Dec.

New Orleans Traction Co's. power house mortgage, 6 p. c. bonds, outstanding $128,000.

Note.—The general mortgage 4–5 p. c. bonds are a first mortgage on the lines of the Crescent City R. R. and a second mortgage (subject to the first 5 p. c. mortgage) on the lines of the New Orleans City & Lake R. R. They are also an equal lien with the first mortgage on the equity in the power house.

The following securities were exchanged approximately upon the terms as given below.

Crescent City R. R. Co.'s 5 p. c. bonds were exchanged, dollar for dollar, for new general mortgage 4-5 p. c. bonds.

New Orleans Traction Co.'s 6. p. c. collateral trust notes received 100 p. c. in new preferred stock and 50 p. c. in new common stock.

New Orleans City & Lake R. R. Co.'s stock not held by the New Orleans Traction Co., (minority stock $622,900), received 110 p. c. in new preferred stock, and 25 p. . in new common stock.

Crescent City R. R. Co.'s stock not held by the New Orleans Traction Co., (minority stock $354,700), received 100 p. c. in new common stock.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.
Gross receipts......................	$1,310,042	$1,352,829	$1,370,124
Operating expenses.................	804,300	800,978	847,185
Earnings from operation...........	505,742	551,851	522,939

Plant and Equipment.—Miles of track (electric), 115; gauge, 5 ft. 2½ in.; 58 lb. T and 100 lb. girder rail; 339 cars, of which 300 are motor cars and 39 trail cars; Gen. Elec. and West. systems, American, Brill, Pullman and St. Louis cars.

Officers.—Pres. R. M. Walmsley, V. Pres. A. Baldwin, Sec. & Treas. J. G. Woods.

General Office, Pleasant and Magazine Sts.. New Orleans.

Reference.—Heavy track construction, Vol. XVI, June 2, '00, pp. 532-535 (ill).

Date of information, Mar, 1901. z

New Orleans & Carrollton Railroad Co.—Chartered (originally), Feb. 9, 1833; charter renewed 1883 for 99 years. Annual meeting second Monday in Jan. In 1899, this company purchased all the rights, property and franchises of the Canal & Claiborne R. R. Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000; issued, $1,465,000; held in escrow, $535,000 (see Note); dated 1899; denom. $500 and $1,000; int payable at office of the company and at Hibernia National Bank, trustee of mortgage, First mortgage 6 p. c. bonds, $185,000; dated 1882, due 1902–1906; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans.

Second mortgage 6 p. c. gold bonds, $350,000; dated, 1893, due 1905–6–7; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans.

Canal & Claiborne R. R. Co.'s consolidated mortgage 6 p. c. gold bonds, authorized, $800,000; issued, $749,000; dated May 1, 1896, due 1946; denom. $500 and $1,000; int. payable May and Nov. at office of the company.

Note.—$535,000 of the consolidated bonds are held to retire the prior liens described above.

Dividends.—From 1894 to 1899, 6 p. c. per annum, in 1900, 8 p. c.

Operation of the consolidated companies for the years ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$574,237	$595,004	$620,509	$708,575
Operating expenses	316,287	337,395	344,513	362,592
Earnings from operation	257,950	257,609	275,996	345,983

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. T and girder rail; 120 motor cars; Allis, Rankin & Fritsch and Lane & Bodley Corliss engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

Officers.—Pres. J. K. Newman, Sec. Walter V. Crouch, Asst. Sec. & Audr. W. B. Brockway, Man. A. H. Ford.

Directors.—J. K. Newman, Thos. McDermott, C. F. Goll, Jr., J. H. DeGrange, S. Pfeifer, I. S. West, Thos. J. Feibleman, B. M. Harrod, Charles Newman.

General Office, London, Liverpool & Globe Bldg., New Orleans, La.

References.—Description of road, Vol. IX, Mar., '93, p. 178 (ill.); Vol. IX, May, '93, p. 283 (ill.); Vol. X, May, '94, p. 301 (ill.); Vol. X, Souv., '94, p. 40 (ill.). CANAL & CLAIBORNE R. R. Co.—Description of road, Vol. X, May, '94, p. 305 (ill.); (brief), Vol. X, Souv., '94, p. 41; description of opening of road (brief); Vol. XII, Dec., '96, p. 753; full description of new installation, Vol. XIII, May, '97, p. 265 (ill.); car pits, Vol. XIII, Sept. '97, p. 537 (ill.); accident blanks, Vol. XIV, Feb., '98, p. 83.

Date of information, Feb., 1901. z

St. Charles Street Railroad Co.—Chartered Sept. 27, 1866, and renewed in 1881. Annual meeting second Monday in Jan.

Capital Stock, authorized, $1,000,000, issued, $953,300; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $300,000, outstanding, $15,000; coupon, but may be registered; dated June 1, 1881, due June 1, 1901; denom. $1,000, int. payable June and Dec., in New Orleans and at National Bank of Commerce, New York.

Dividends.—In 1894, 8 p. c.; in 1895, 2 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 5½ p. c.; in 1899, 5¼ p. c.; in 1900, 5 p. c.

Plant and Equipment.—Miles of track (electric), 12.4; gauge, 5 ft. 2⅝ in.; 90 lb. girder rail; 40 motor cars; Pullman cars.

Officers.—Pres. & Supt. Albert G. Phelps, Sec. & Treas. N. Riviere, Elecn. Alexander L. Black, Ch. Engr. of Power Station E. B. McKinney.

Directors.—H. C. Boucher, Edw. Toby John W. Fairfax, E. S. Reems, H. D. Hart, A. G. Phelps, Alden McLellan.

General Office, Marigny and Decatur Sts., New Orleans, La.

Reference.—Increase of stock, Vol. IX, Sept., '93, p. 616.

Date of information, Feb., 1901. d x

Algiers, Gouldsboro & Gretna Railway Co.

Capital Stock, $25,000.

Funded Debt, $25,000.

Plant and Equipment.—Miles of track (horse), 3.75; gauge, 3 ft.; 30 lb. T rail; 23 horses, 4 horse cars, Stephenson cars.

Officers.—Pres. Treas. & Supt. A. M. Halliday, V. Pres. Thos. Pickles, Sec. W. Royal.

General Office, Canal St. Ferry, New Orleans, La.

Reference.—Description of road (brief), Vol. X, May, '94, p. 307.

Date of information, Feb., 1901. z

Orleans Railroad Co.—Chartered and municipal franchise granted Jan. 31, 1893. An option for the purchase of this road by the New Orleans & Carrollton R. R. Co. was surrendered Dec., 1900, the difference in gauge of the lines preventing mutual operation of cars, and necessary changes proving too expensive.

Capital Stock, authorized, $500,000, issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. mortgage gold coupon bonds, $300,000; dated Apr. 8, 1895, due 1912; denom. $500 and $1,000; int. payable Jan. and July, at office of company.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated June 15, 1897, due 1912; denom. $50, $100 and $500.

Note.—Second mortgage bonds may be called for payment at option of company, at par and accrued interest, after June 15, 1907.

Plant and Equipment.—Miles of track (electric), 10.9; gauge, 5 ft. 2½ in.; 93 lb. girder rail; 31 motor cars; Allis engines, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. Emilien Perrin, V. Pres. C. Trumpy, Sec. C. J. Macmurdo, Supt. & Elecn. Victor Willoz.

Directors.—Emilien Perrin, C. M. Smith, James De Bays, Geo. A. Hero, W. Mason Smith, C. Trumpy, E. Eisenhauer.

General Office, Laharpe and White Sts., New Orleans, La.

References.—Description of road (brief), Vol. X, May, '94, p. 307; (brief), Vol. X, Souv., '94, p. 41; Vol. XII, Apr., '96, p. 215 (ill.).

Date of information, Feb., 1901. z

Orleans & Jefferson Railway Co.—Chartered in 1898 to build an electric railway from New Orleans to West End and Lake City, La. Contracts were made in 1899, but by failure of contractors construction work has been delayed. It is now expected to place the road in operation by June, 1901.

Capital Stock, authorized, $250,000, paid in $150,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000 issued, $150,000; dated Feb. 1, 1898, due 1923; denom. $1,000; coupon, but may be registered; sinking fund provided for; int. payable Mar. and Sept., at the office of the company.

Plant and Equipment.—Miles of track (electric), 10, of road, 8; gauge, 5 ft. 2½ in.; 60 lb. T rail; 6 motor cars and 6 trail cars, West. motors, St Louis cars; power from Orleans R. R. Co.

Officers.—Pres. T. W. Castleman, V. Pres. & Ch. Engr. R. R. Zell, Sec. Chas. J. Zell, Treas. W. N. Grunewald.

General Office, Hennen Building, New Orleans, La.

Date of information, Feb., 1901. d x

NEW PALTZ, N. Y.

Population in 1880, 493, in 1890, 935, in 1900, 1,022.

New Paltz & Poughkeepsie Traction Co.—This company is a reorganization of the New Paltz & Wallkill Valley R. R. Co. of which on Aug. 18, 1898, James G. Graham, of Newburg, N. Y., was appointed temporary receiver on the petition of the directors for voluntary dissolution on the ground of insolvency. On Jan. 19, 1899, Edward Browne was appointed permanent receiver. On Mar. 9, 1899, the company was dissolved, and the Franklin Trust Co. of Brooklyn, N. Y., as trustee for the bondholders, came into possession of the property. On Jan. 1, 1900, the trustee delivered all the properties to the new company.

CAPITAL STOCK, authorized $150,000, issued $145,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1897, due 1927; denom. $500; int. payable May and Nov., at office of Franklin Trust Co., trustee of mortgage.

*OPERATION.	Aug. 17, 1897, to June 30, 1898.	Year ending June 30, *1899.	6 mos, ending Dec. 31 *1899.
Receipts from passengers	$10,954		
" " other sources	111		
Total	11,065	$12,939	$10,056
Operating expenses	9,356	12,952	8,056
Earnings from operation	$1,709	13	2,000
Deductions from earnings.			
Interest	5,000		
Taxes	171		144
Deficit	3,462		1,856

*The figures given cover the combined managements for the fiscal year ending June 30, 1899, and the trustees' report for 6 mos. ending Dec. 31, 1899.

STATISTICS OF TRAFFIC. For period from Aug. 17, 1897, to June 30,	1898.	6 mos. to Jan. 1, 1900.
Passengers carried	99,347	95,253
Car miles run	67,668	39,712
Total receipts per car mile	$.163	$.253
Operating expenses per car mile	.138	.202

PLANT AND EQUIPMENT.—Miles of track (electric), 9.15; gauge, 4 ft. 8½ in.; 65 lb. and 70 lb. T and girder rail; 13 cars, of which 7 are motor cars, 2 trail cars and 4 freight cars; Russell and Clarke engines, West. dynamos and motors, Barney & Smith cars, Diamond trucks.

OFFICERS.—Pres. Edwin R. Case, 1 Montgomery St., Jersey City, N. J.; V. Pres. E. C. M. Rand, Sec. & Treas. Chas. H. Stout, Gen. Supt. D. Boyd, Elecn. E. C. Termilligar, Ch. Engr. of Power Station Wm. Humphrey.

DIRECTORS.—Ferdinand McKiege, Chas. G. M. Thomas, Paul Shaffer. H. M. Brundage, Wm. Greeley Hoyt, George E. Woods, James F. Reid, H. H. Douglass, James H. De Voe,

GENERAL OFFICE, New Paltz, Ulster Co., N. Y.

REFERENCE.—Description of snow plow, Vol. XV., Apr., '99, p. 220 (ill.).

Date of information, Feb., 1901. b x

NEW PHILADELPHIA, O.

Population in 1880, 3,070, in 1890, 4,456, in 1900, 6,213.

Tuscarawas Railroad Co. This company operates an electric railway from New Philadelphia to Uhrichsville, O.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds $100,000; dated June, 1896, due 1916 denom. $500; int. payable at office of Cleveland Trust Co., trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. and 66 lb. T and Girder rail; 4 motor cars; Ball engines, T. & H. dynamos, West. motors, Kuhlman and Jackson & Sharp cars, Dupont trucks.

OFFICERS.—Pres. F. T. Pomeroy, V. Pres. J. A. Rutherford, Sec., Treas. and Supt. Wm. Akins.

GENERAL OFFICE, New Philadelphia, O.

Date of information, Mar, 1901. z

NEWPORT, R. I.

Population in 1880, 15,693, in 1890, 19,449, in 1900,

Newport Street Railway Co.—Chartered July 30, 1888. Annual meeting last Tuesday in Jan. The capital stock of this company is now controlled by the Massachusetts Electric Companies and will be consolidated into the Brockton St. Ry. Co.'s system early in 1901.

CAPITAL STOCK.—Common stock, $77,000.

7 p. c. cumulative preferred stock, $30,000. Dividends payable Jan. and July.

FUNDED DEBT, 5 p. c. coupon bonds, $50,000; dated 1890, due 1910; int. payable June and Dec., at office of Industrial Trust Co., of Providence, R. I.

FLOATING DEBT, in 1900, $19,211.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rcpts. from passengers.	$39,519	$36,338	$43,589	$52,150	$50,235
" other sources....	910	1,037	4,442	857	848
" total............	40,429	37,375	48,031	53,007	51,083
Operating expenses....	29,250	26,293	24,804	43,832	29,805
Earnings from oper....	11,179	11,082	23,227	9,175	21,278
Deductions from earn.					
Interest...........	3,083	2,539	2,949	2,899	2,822
Taxes..............	914	914	70	70	652
Other deductions...		14,725	12,724		3,197
Net income...........	7,182	*7,096	7,484	6,206	14,607
Dividends paid.........	5,950	2,100	2,100	2,100	9,800
To surplus account.....	1,232	*9,196	5,384	4,106	4,807
Total surplus account..		*7,883	*2,499	*10,480	*5,458

*Deficit.

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment.	$144,739	$149,812	$149,873	$152,008
Other assets..............	15,533	13,405	14,864	18,745
Profit and loss (deficit).....	7,883	2,499	10,480	5,458
Total..................	$168,155	$165,716	$175,217	$176,211
LIABILITIES.				
Capital stock..............	$107,000	$107,000	$107,000	$107,000
Funded debt..............	50,000	50,000	50,000	50,000
Floating debt..............	11,155	8,716	18,217	19,211
Total..................	$168,155	$165,716	$175,217	$176,211

DIVIDENDS, on preferred stock since 1889, 7 p. c. per annum; on common stock, in 1891, 5 p. c.; in 1892, 7 p. c.; in 1893–4–6–9, 5 p. c.; in 1900, 7 p. c. on preferred and 5 p. c. on common.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.17, gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 17 cars, of which 13 are motor cars and 4 trail cars; Gen. Elec. motors, Ellis, Jackson & Sharp and Newburyport cars.

OFFICERS.—Pres. G. B. Reynolds, Sec. & Treas. ———— Elecn. G. E. Swan.

DIRECTORS.—Angus McLeod, P. F. Sullivan, G. B. Reynolds, George R. Chase, C. A. Brackett, H. H. Reed, R. S. Goff.

GENERAL OFFICES, 227 Spring St. and 449 Thames St., Newport, R. I.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 198; annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Feb., 1901. b

Newport & Fall River Street Railway Co.—This company is the consolidation of the Middletown & Portsmouth Street Ry. Co. of Newport and the Fall River & Stone Bridge Street Ry. Co. This road was placed in operation June 19, 1898. The capital stock of this company is now controlled by the Massachusetts Electric Companies and will be consolidated into the Brockton St. Ry. Co.'s system early in 1901.

CAPITAL STOCK, $357,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $290,000; dated Aug., 1898, due Aug., 1918; denom. $1,000; int. payable Feb. and Aug. at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending June 30,†

	1899.	1900.
Total receipts..............................	$70,836	$128,654
Operating expenses..........................	48,000	84,908
Earnings from operation......................	22,836	43,746
Deductions from earnings		
Interest on bonds.........................	11,833	14,500
Taxes.....................................	1,650	2,426
Other deductions.........................	3,554	1,724
Net income..................................	5,799	25,096
Dividends paid..............................	7,500	14,809
To surplus account..........................	*1,701	10,296
Total surplus account.......................	808	33,082

*Deficit.

†Includes the figures of the Newport St. Ry. Co.

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road and equipm't.	$694,418	Capital stock............	$357,000
Other assets............	26,191	Funded debt............	290,000
		Floating debt...........	40,527
		Profit and loss (surplus).	33,082
Total.................	$720,609	Total................	$720,609

Dividends paid Jan., 1899, 3 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.48; gauge, 4 ft. 8½ in.; 56 lb. rail; 30 cars, of which 27 are motor cars; 1 horse; Providence engines; Gen. Elec. dynamos and motors; Newburyport cars, Peckham truck.

OFFICERS.—Pres. P. F. Sullivan, Gen. Man. Robert S. Goff, Fall River, Mass.; Sec. Albert C. Landers, Newport, R. I.; Treas. Jos. H. Goodspeed.

DIRECTORS.—P. F. Sullivan, P. L. Saltonstall, A. C. Landers, R. S. Goff, Melville Bull, A. L. Hambly, Lorenzo Tallman, Herbert H. Read.

GENERAL OFFICE, Newport, Mass.

Date of information, Mar., 1901. z

NEWTON, MASS.

Population in 1880, 16,995, in 1890, 24,370, in 1900, 33,587.

Commonwealth Avenue Street Railway Co.—Chartered, 1895. Municipal franchise granted June, 1895. Annual meeting in Oct.

Capital Stock, authorized, $292,000, issued, $281,200.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $75,000; dated Feb. 1, 1896, due 1916; denom. $500; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Receipts from passeng..	$53,494	$71,332	$68,717	$76,336
" other sources...	1,058	2,298	3,949	3,182
" total..........	54,552	73,630	72,666	79,518
Operating expenses.....	42,800	68,215	50,156	54,132
Earnings from operat...	11,752	5,415	22,510	25,386
Deduc. from earnings.				
Interest............	3,394	3,750	3,750	4,047
Taxes..............	938	2,785	4,504	4,757
Other deductions...				250
Net income............	7,419	*1,120	14,256	16,332
Dividends paid........			12,900	15,612
To surplus account.....			1,356	720
Total surplus..........	3,217	2,079	3,453	4,173

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried.......	1,089,643	1,447,822	1,432,884	1,667,591
Car miles run............	343,744	478,017	377,670	426,560
Total receipts per car mile	$.159	$.154	$.192	$.163
Oper'ng exp. per car mile.	.125	.142	$.132	.127

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road.................	$135,122	$156,253	$185,675	$185,675
Cost of equipment...........	55,126	90,108	90,356	84,255
Other permanent investments.	44,480	80,983	83,330	84,532
Cash and current assets......	34,442	8,121	13,321	13,076
Materials and supplies.......	1,638	2,955	3,453	3,818
Other assets.................	517	1,260		731
Total.....................	$271,326	$339,680	$376,135	$372.08

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$175,000	$175,000	$258,000	$260,200
Paid in on stock				21,000
Funded debt	75,000	75,000	75,000	75,000
Current liabilities	15,984	84,173	35,565	6,253
Accrued "	2,124	3,410	5,117	5,461
Profit and loss (surplus)	3,217	2,097	3,453	4,173
Total	$271,326	$339,680	$376,135	$372,087

Plant and Equipment.—Miles of track (electric), 13.77; gauge, 4 ft. 8½ in.; 70 lb., 90 lb. and 106 lb. rail; 29 motor cars; West. motors, Jones cars, Taylor and Dupont trucks; power rented.

Officers.—Pres. and Gen. Man. A. D. Claflin, Sec. A. L. Daniels, Treas. L. D. Ahl, Supt. N. C. Smith, Auburndale.

Directors.—L. D. Ahl, A. L. Daniels, F. H. Lewis, Wm. Claflin, W. B. Phillips, W. H. Coolidge, A. D. Claflin.

General Office.—Newtonville, Mass.

Date of information, Feb., 1901. b

Newton Street Railway Co.—Chartered June, 1886. This company operates on the north side of the Boston & Albany R. R. tracks in Newton and serves the villages of Newton, Newtonville and West Newton (all in Newton City), the city of Waltham and the township of Watertown.

CAPITAL STOCK, authorized, $315,000, issued, $210,000; paid in, additional, $104,390.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $135,000; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$84,287	$92,154	$91,465	$100,653	$115,188
" other sources	2,177	1,918	4,355	4,964	5,150
" total	86,464	94,072	95,820	105,617	120,338
Operating expenses	65,525	67,650	64,389	72,654	85,744
Earnings fr'm operation	20,939	26,422	31,431	32,963	34,594
Deduct. from earnings.					
Interest	6,904	7,802	6,750	6,750	6,750
Int. on float'g debt			4,409	6,018	7,258
Taxes	1,525	1,787	3,180	3,391	5,420
Net income	12,510	16,833	17,092	16,804	15,166
Dividends paid	15,600	16,800	16,800	16,800	16,800
To surplus account	*3,090	33	292	4	*1,634
Total surplus account	20,828	20,862	21,154	21,158	19,524
P. c. op. exp. to tot. rec.	76.8	71.9	67.2	68.7	71.2

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$14,300	$10,276	$9,856	$10,554
Transportation expenses	32,181	42,904	48,569	51,247
Maint. of way and bldgs.	11,789	5,499	7,350	5,717
" " equipment	9,380	5,710	6,879	18,226
Total	$67,650	$64,389	$72,654	$85,744

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	1,843,114	1,827,120	2,095,701	2,460,853
Car miles run	381,371	465,458	478,169	529,714
Total receipts per car mile	$.247	$.206	$.221	$.227
Oper. expenses per c. m.	.177	.138	.152	.161

DIVIDENDS.—In 1892, 7 p. c.; in 1893 and thereafter, 8 p. c. annually.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899	1900.
Cost of road	$221,381	$284,699	$317,279	$338,809	$340,616
Cost of equipment	91,056	91,056	94,017	101,972	101,972
Other perm. invest.	37,393	31,510	31,510	37,510	55,849
Cash and current assets.	16,078	6,302	178	2,817	476
Other assets			7,000		
Total	$365,908	$413,567	$449,984	$481,108	$498,913
LIABILITIES.					
Capital stock	$210,000	$257,625	$210,000	$210,000	$210,000
Paid in on shares to be issued				99,950	140,390
Funded debt	135,000	135,000	135,000	135,000	135,000
Floating debt	80	80	73,750		
Current liabilities			10,080	15,000	30,000
Profit and loss (surplus)	20,828	20,862	21,154	21,158	19,523
Total	$365,908	$413,567	$449,984	$481,108	$498,913

PLANT AND EQUIPMENT.—Miles of track (electric), 16.35; gauge, 4 ft. 8½ in.; 56 lb. T and 93 lb. girder rail; 35 motor cars; 4 snow plows; Gen. Elec. dynamos and motors, Jones and Newburyport cars; rent power.

OFFICERS.—Pres. Winthrop Coffin, V. Pres. Ephraim Stearns, Sec. Geo. W. Morse, Treas. Chas. W. Smith, Supt. F. G. L. Henderson.

DIRECTORS.—Winthrop Coffin, Brookline, Mass.; Geo. W. Morse, Newtonville, Mass.; E. Stearns, T. P. Smith, Waltham, Mass.; Chas. W. Smith, Alden E. Viles, Boston, Mass.; S. Harwood, S. Farquhar, Newton, Mass.

GENERAL OFFICE, West Newton. Treasurer's office, 53 Tremont St., Boston.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 22; Vol. IX, Dec., '93, p. 842; increase of stock, Vol. IX, Apr., '93, p. 270; operating detail, Vol. XIV., Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Feb., 1901. b

Newton & Boston Street Railway Co.—Chartered 1892. This company leases and operates the Newtonville & Watertown Ry. under a 5 year contract, dated 1897, and operates in Newtonville, Newton Highlands, Newton Centre, Newton Upper Falls, Highlandville, Needham, Watertown, Watertown Arsenal, Brighton and Allston. The company supplies power for the Newton St. Ry., Wellesley & Boston St. Ry., Commonwealth Ave. St. Ry. and the Natick & Cochituate St. Ry.

CAPITAL STOCK, authorized, $250,000, issued, $200,000; (see note) par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, and issued, $125,000; coupon, but may be registered; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co. of Boston, trustee of mortgage.

NOTE.—In Oct., 1900, it was reported that the capital stock and funded debt were to be increased $75,000 each, the proceeds to cancel floating debt and improve power house.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	†1898.	1899.	1900.
Receipts from pass.	$29,607	$32,679	$54,322	$71,587	$79,375
" other sources	3,419	11,863	23,987	2,077	1,292
" total	33,026	44,542	78,309	73,664	80,667
Operating expenses	21,955	26,292	59,509	60,289	69,999
Earnings from operation.	11,071	18,250	18,800	13,375	10,668
Deductions from earnings.					
Interest on bonds	5,625	5,625	6,250	6,250	6,250
" " float. debt	1,779	2,576	2,502	4,124	4,693
Taxes	769	1,296	1,510	2,110	3,708
Net income	2,898	8,753	8,538	891	*3,983
Dividends paid	1,562	4,688	9,062	7,500	
To surplus account	1,336	4,065	*524	*6,609	*4,618
Total surplus account	2,432	6,497	5,973	*636	86.7
Per cent. op. exp. to total receipts	66.7	59.0	76.0		81,8

*Deficit.

†Includes operation of the Newtonville & Watertown Street Ry.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 3,738	$ 4,162	$ 7,349	$ 9,354	$ 8,242
Maint. of way and bldgs.	668	1,785	5,382	5,431	1,768
" " equipment	2,580	3,727	5,824	3,760	5,372
Transportation expenses.	14,968	16,618	40,954	41,744	54,617
Total	$21,955	$26,292	$59,509	$60,289	$69,999

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	610,765	678,836	1,098,486	1,699,586	1,855,290
Car miles run	175,949	228 043	456,530	499,941	534,676
Total rece. per car mile.	$.188	$.195	$.171	$.163	$.151
Oper. exps. per car mile.	.125	.115	.130	.134	.131

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$128,013	$170,300	$179,892	$187,716	$189,339
" equipment	62,927	71,179	77,095	96,667	108,695
Other permanent invest.	77,903	91,035	121,903	124,981	153,153
Cash and current assets	5,090	5,484	7,583	13,000	7,594
Profit and loss (deficit)				636	4,618
Total	$273,932	$337,997	$386,473	$423,000	$463,399
LIABILITIES.					
Capital stock	$125,000	$175,000	$200,000	$200,000	$200,000
Funded debt	125,000	125,000	125,000	125,000	125,000
Floating debt	1,500	11,500	35,500	78,000	138,399
Real estate mortgage	20,000	20,000	20,000	20,000	
Profit and loss (surplus).	2,432	6,497	5,973		
Total	$273,932	$337,997	$386,473	$423,000	$463,399

PLANT AND EQUIPMENT. — Miles of track owned, 9.78, leased, 7.17, (electric), 16.95; gauge, 4 ft. 8½ in.; 56 lb. and 93 lb. T and girder rail; 26 motor cars; 1,000 H. P. station plant; West. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp, Wason and Trimble cars, Bemis trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. A. D. Claflin, V. Pres. Austin R. Mitchell, Sec. R. A. Sears, Treas. J. L. Richards, Supt. Ch. Engr. Elecn. & Ch. Engr. of Power Station Edward C. Spring.

DIRECTORS.—J. W. French, Wm. F. Hammett, J. L. Richards, Austin R. Mitchell, H. B. Parker, G. F. Simpson,

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Description of power plant, Vol. IX, Apr., '93, 211 (ill.); operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1901. b

Newtonville & Watertown Street Railway Co.—This road is leased to, and operated by, the Newton & Boston Street Ry. Co., under a 5 year contract dated 1897.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 56 lb. T rail; Gen. Elec. dynamos and motors, Jackson & Sharp cars; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

DIRECTORS.—J. L. Richards, H. B. Parker, Wm. Endicott, Jr., R. Elmer Townsend, Joseph Remick, Jeremiah Smith, Jr.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept , '98, p. 489.

Date of information, Jan., 1901. b

Wellesley & Boston Street Railway Co.—This company commenced operation on Aug. 4, 1895.

CAPITAL STOCK, authorized and issued, $115,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900,
Receipts from passengers	$10,890	$13,039	$37,610	$51,178	$57,073
" other sources	170	273	1,764	1,846	2,012
" total	11,060	13,312	39,374	53,024	59,085
Operating expenses	8,291	9,615	26,354	36,345	43,901
Earnings from operation	2,769	3,697	13,020	16,679	15,184
Deductions from earnings.					
Interest	140	209	363	47	75
Taxes		624	624	1,589	3,253
Net income	2,629	2,864	12,033	15,044	11,856
Dividends paid	2,400	2,800	8,000	8,900	9,200
To surplus account	229	64	4,033	6,144	2,656
Total surplus account	1,927	1,990	6,023	7,168	7,324

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$1,076	$1,166	$ 4,519	$ 7,216	$12,285
Maint of way and buildings	455	243	2,233	1,592	1,763
" " equipment	449	417	1,139	2,824	3,421
Transportation expenses	6,311	7,790	18,463	24,713	26,432
Total	$8,291	$9,615	$26,354	$36,345	$43,901

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	221,415	273,144	709,887	1,135,613	1,309,018
Car miles run	75,274	95,575	220,980	251,813	260,819
Total rcpts. per car mile	$.147	$.139	$.178	$.210	$.226
Op. ex. per car mile	.110	.101	.119	.144	.168

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$37,059	$ 55,765	$ 84,770	$ 86,898	$ 86,898
" equipment	6,501	16,546	25,368	32,943	34,001
Other permanent invest.	122	100	5,240	5,240	5,240
Cash and current assets	744	29,580	7,146	2,086	3,685
Total	$44,427	$101,990	$122,524	$127,167	$129,824
LIABILITIES.					
Capital stock	$40,000	$100,000	$100,000	$115,000	$115,000
Unfunded debt	2,500		16,500	5,000	7,500
Profit and loss (surplus)	1,927	1,990	6,024	7,167	7,324
Total	$44,427	$101,990	$122,524	$127,167	$129,824

PLANT AND EQUIPMENT.—Miles of track, (electric), 8.63; 14 motor cars; Wason cars; Gen. Elec. and West. motors; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, V. Pres. J. W. French, Sec. R. A. Sears, Treas. J. L. Richards, Supt. Edward C. Spring.

DIRECTORS.—H. B. Parker, A. R. Mitchell, J. L. Richards, J. W. French, W. F. Hammett, G. Fred. Simpson.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p 489.

Date of information, Feb., 1901. b

NEWTOWN, PA.

Population in 1880, 1,001; in 1890, 1,213, in 1900, 1,463.

Newtown Electric Railway Co.—Chartered Dec. 17, 1896. Annual meeting second Tuesday in January. On Sept. 1, 1898, this company leased the Newtown, Langhorne & Bristol Trolley Street Ry. $40,000 of the capital stock and $200,000 of the bonds of this company are now owned by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated July 20, 1898, due 1928; denom. $1,000; int. payable at office of Real Estate Title Insurance and Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,	1898.	1899.	1900.
Gross receipts	$3,718	$21,342	$36,445
Operating expenses	3,582	20,818	32,694
Earnings from operation	136	524	3,751
Deductions from earnings.			
Interest			11,273
Taxes		607	11
Rentals		3,442	6,834
Net income		*$3,525	*14,367

* Deficit.

BALANCE SHEET.—Dated June 30,	1898.	1899.	1900.
ASSETS.			
Cost of road	$55,520	$113,279	$592,516
Cost of equipment	4,480	4,513	5,003
Cash and current assets	136	103	3,657
Materials and supplies		1,450	3,442
Profit and loss (deficit)		3,787	18,155
Total	$60,136	$123,132	$622,773
LIABILITIES.			
Capital stock	$60,000	$ 72,000	$300,000
Funded debt		43,000	300,000
Current liabilities			11,273
Loans		8,132	11,500
Profit and loss (surplus)	136		
Total	$60,136	$123,132	$622,773

PLANT AND EQUIPMENT.—Miles of track (electric), 27.89; gauge, 5 ft. 2½ ins.; 70 lb. rail; 15 motor cars; 1,200 H. P. station plant; Gen. Elec. dynamos and motors, Brill and St. Louis car and trucks.

OFFICERS.—Pres. T. P. Chambers, Sec. George C. Worstall, Treas. Thomas B. Chambers, Gen. Mgr. A. Chambers, Supt. J. W. Keener, Ch. Engr. B. F. Knabb, Elecn. Geo. Mitchell.

DIRECTORS.—T. S. Kenderdine, E. H. Buckman, T. P. Chambers, A. Chambers, W. T. Wright, George C. Worstall, Ashbel W. Watson, Robert Alexander, John B. Chambers, George C. Blackfan.

GENERAL OFFICE, 310 Chestnut St., Philadelphia, Pa.

Date of information, Feb., 1901. z

NEW WESTMINSTER, B. C.

Population in 1900, 8,000.

British Columbia Electric Railway Co. (Ltd.)—This company owns and operates the electric railway systems of Vancouver, Victoria and North Westminster, with connecting interurban lines.

CAPITAL STOCK.—Common shares issued, £200,000, preference shares issued, £136,000, 4½ p. c. debenture shares issued, £250,000.

PLANT AND EQUIPMENT.—Miles of track, electric (New Westminster division), 18; gauge, 4 ft. 8½ in.; 40 to 70 lb. T rail; 6 motor cars and 4 freight cars; 2 Edison generators, 400 K. W., Ideal engines, 500 H. P., Doty boilers, 600 H. P.

GENERAL OFFICERS.—Chairman R. M. Horne Payne, London, Eng.; Sec. Francis Hope, London, Eng.; Gen. Man. J. Buntzen, Vancouver, B. C.; Gen. Supt. R M. Sperling, Victoria, B. C.; Local Agt. D. A. Shiles, New Westminster, B. C.; H. Hemlow, Vancouver, B. C.

LOCAL OFFICE, Columbia St., New Westminster, B. C.

Date of information, Feb., 1901. z

NEW WHATCOM, WASH.

Population in 1890, 2,140, in 1900, 6,834.

Bellingham Bay Electric Street Railway Co.—This road is leased to S. Z. Mitchell, who also owns the Fairhaven & New Whatcom Ry.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. S. Z. Mitchell, 1st V. Pres. Edward Fischer, 2d V. Pres. T. W. Gillette, Sec. & Man. Norman Tucker, Treas. V. A. Roeder.

Date of information, Mar., 1898. d z

NEW YORK, N. Y.

Population in 1880, 1,206,229, in 1890, 1,515,302, in 1900, 3,437,202.

Bleecker Street & Fulton Ferry Railroad Co.—Chartered Dec. 12, 1864. Annual meeting fourth Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally to Twenty-third Street Ry. Co. for 99 years), for a rental of $62,500 per annum, equivalent to interest on funded debt, and a dividend of 1½ p. c. on capital stock.

Capital Stock, authorized and issued $900,000; par value, $100 per share. Dividends 1½ p. c., payable Jan. and July.

Funded Debt.—*First mortgage 7 p. c., bonds, authorized and issued, $700,000; dated Jan. 1, 1876, due 1900; int. payable Jan. and July.

*Extended Jan. 1, 1900, for 50 years at 4 p. c.

Balance Sheet.—Dated, June 30, 1900, (Same in 1897-8-9).

Assets.		Liabilities.	
Cost of road and equipment	$1,801,932	Capital stock	$900,000
Bond extension account	30,500	Funded debt	700,000
		Profit and loss	201,932
		Met. St. Ry. account	30,500
Total	$1,832,432	Total	$1,832,432

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Broadway & Seventh Avenue Railroad Co.—Chartered May 26, 1864. Annual meeting second Monday in June.

Leased to Metropolitan Street Ry. Co. (originally, on May 13, 1890, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 10 p. c. per annum on the company's capital stock.

Capital Stock, authorized and issued, $2,100,000; par value, $100 per share. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

Funded Debt.—Total authorized, $14,5000,000; amount issued, $9,650,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated June 1, 1884, due 1904; denom. $1,000; int. payable June and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1884; due 1914; denom. $1,000; int. payable Jan. and July.

First consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $7,650,000; in escrow (see Note), $4,850,000; coupon, but may be registered; dated Dec. 1, 1893, due 1943; denom. $1,000; int. payable (gold) June and Dec. at office of New York Guarantee & Indemnity Co., of New York, trustee of mortgage. These bonds are listed on the New York Stock Exchange, and guaranteed by the Metropolitan Street Ry. Co.

This company has assumed payment of the principal and interest on $1,125,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000, dated July 1, 1884, due 1924; denom. $1,000, int. payable Jan. and July, for the use of its tracks below Fifteenth St. The remainder of this issue ($375,000) is guaranteed by the Twenty-third Street Ry. Co.

This company has also assumed the payment of the interest on the second mortgage 5 p. c. bonds, dated 1885, due 1905, of the same company to the amount of $1,000,000, interest payments being charged under rentals in the report of the Metropolitan Street Ry.

South Ferry R. R. Co's. first mortgage 5 p. c. bonds, authorized and issued, $350,000; coupon, but may be registered; dated Apr. 1, 1889, due 1919; denom. $1,000; int. payable Apr. and Oct.

Note.—$4,850,000 of the first consolidated mortgage bonds are held in escrow to redeem at maturity the company's first and second mortgage bonds, its guaranteed mortgage obligations, and $375,000 of the Broadway Surface R. R. Co.'s first mortgage bonds now guaranteed (principal and interest) by the Twenty-third Street Ry. Co. The consolidated mortgage is otherwise a first lien upon the entire line of cable railroad from 59th Street through Seventh Avenue and Broadway to the Battery, upon the power house properties, and upon the company's personal property and equipment. The titles to the power house properties have been insured by the Title Guarantee & Trust Co., of New York, to the amount of $4,000,000.

Dividends.—10 per cent., payable quarterly, in Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899-1900.
Cost of road	$12,663,950	$12,663,950	$13,250,799	$13,332,776
" equipment	507,801	507,801		
Open accounts	52,500	52,500	52,500	52,500
Total	$13,224,251	$13,224,251	$13,303,299	$13,385,276
LIABILITIES.				
Capital stock	$ 2,100,000	$ 2,100,000	$ 2,100,000	$ 2,100,000
Funded debt	9,650,000	9,650,000	9,650,000	9,650,000
Dividends unpaid	52,500	52,500	52,500	52,500
Other assets	1,421,751	1,421,751	1,500,799	1,582,776
Total	$13,224,251	$13,224,251	$13,303,299	$13,385,276

Plant and Equipment.—Miles of track, 17.13. See Metropolitan St. Ry. Co.

Officers.—Pres. E. A. Wickes, Sec. & Treas. C. E. Warren, Asst. Gen. Man. Oren Root, Jr.

General Office, 621 Broadway.

References.—Description of road, Vol. VIII, Aug., '92, p. 470; Vol. VIII, May, '92, p. 278 (ill.); Vol. X, Feb., '94, p. 106 (ill.); increase of bonds, Jan., '94, p. 78; description of power plant construction, Vol. VIII, June, '92, p. 339 (ill.); Vol. VIII, July, '92, p. 428; at 50th St., Vol. IX, Jan., '93, p. 4 (ill.); at Front St., Vol. IX, Jan., '93, p. 6 (ill.); at Houston St., Vol. IX, Apr., '93, p. 203 (ill.); description of track construction, Vol. VI, Nov., '90, p. 557 (ill.); Vol. VII, June, '91, p. 290 (ill.); Vol. VII, Aug., '91, p. 424 (ill.); Vol. VIII, Feb., '92, p. 66 (ill.); details of construction, Vol. VIII, Nov., '92, p. 688 (ill.); description of curve construction, Vol. IX, June, '93, p. 360 (ill.); description of new car, Vol. IX, Jan., '93, p. 18; description of grip, Vol. IX, Aug., '93, p. 517 (ill.); operating detail, Vol. IX, July, '93, p. 469 (ill.).

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Central Crosstown Railroad Co.—Chartered, Mar. 28, 1873. Annual meeting first Tuesday in Oct. This company leased the property of the Christopher & Tenth Street R. R. Co., on May 28, 1890, at a rental of 8 per cent. per annum on its capital stock and interest on its funded debt. The capital stock of this company is controlled by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c., coupon bonds, authorized and issued $250,000; dated Nov. 1, 1882, due Nov. 1, 1922; denom. $1,000; int. payable May and Nov. at office of company.

Operation.—Year ending Dec. 31.

	1896.	1897.	1898.	1899.	June 30, 1900.
Receipts from operation	$571,303	$570,905	$595,017	$603,308	$613,678
" other sources	4,964	6,006	5,064	4,740	5,535
" total	576,267	576,911	600,082	608,048	619,213
Operating expenses	409,774	396,988	408,816	423,900	430,185
Earnings from oper'n	166,493	179,923	191,266	184,148	189,028
Deductions from earn.					
Interest on bonds	15,000	15,000	15,000	15,000	15,000
Taxes	11,653	16,077	14,841	31,083	31,276
Rentals	77,107	78,344	80,028	67,590	61,773
Net income	62,733	70,502	81,396	70,475	80,979
Dividends paid		60,000	60,000	60,000	60,000
To surplus account		10,502	31,396	10,475	20,979
Total surplus account*	24,115	†11,596	†8,960	1,514	22,494
P.c.op.exp.to tot. recpts.	71.2	68.8	68.1	69.7	69.4

*On June 30, 1895-6-7-8. †Deficit.

Dividends.—For the year ending Dec. 31, 1892-3-4-5, 7 p. c.; for the year ending June 30, 1896, 8½ p. c.; 1897-8-9 and 1900, 10 p. c.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.	June 30, 1900.
Cost of road & equip.	$840,000	$840,000	$840,000	$840,000	$840,000
Other perm invest.	1,000	1,000	1,000	1,000	1,000
Supplies	8,113	4,585	3,537	2,856	4,790
Cash	19,672	14,017	5,116	8,513	56,325
Open accounts	3,235	30,289	14,399	34,797	2,514
Profit and loss (def)		14,858			
Total	$872,020	$904,749	$864,052	$887,166	$904,629

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock..........	$600,000	$600,000	$600,000	$600,000	$600,000
Funded debt..........	250,000	250,000	250,000	250,000	250,000
Interest..............	2,500	2,500	2,500	2,500	2,500
Open accounts.........	18,235	52,249	7,864	33,152	29,635
Profit and loss (sur.)....	1,285		3,688	1,514	22,494
Total............	$872,020	$904,749	$864,052	$877,166	$904,629

Plant and Equipment.—Miles of track (horse), owned, 4.148, leased, 9.852, total, 14; gauge, 4 ft. 8½ in., 52 lb. rail; 666 horses, 117 horse cars.

Officers.—Pres. Pierre Jay, V. Pres. J. Sanford Barnes, Jr., Sec. & Treas. Thomas J. Regan, Gen. Man. Oren Root, Jr.

Directors.—Pierre Jay, J. Sanford Barnes, Jr., F. Dewitt Wells, John D. Crimmins, Jr., Thomas F. Ryan, Thomas J. Regan, Daniel H. Shea, J. J. Traynor, W. C. Whitney, G. W. Linch, Sheppard Gandy, George H. Prentiss, Percival C. Smith.

General Office, 170 Christopher St.

Reference.—Description of road (brief), Vol. VIII, Sept., '92, p. 539.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Central Park, North & East River Railroad Co.—Chartered July 19, 1860. Annual meeting third Tuesday in Oct. This company operates cars over the tracks of the Dry Dock, East Broadway & Battery R. R. Co., under a lease dated Jan. 5, 1878, and pays a rental of $750 per annum. The company has also a perpetual lease of the track of the New York Central & Hudson River R. R. Co. from 30th Street to Canal Street, through 10th Avenue and West Street, and in compensation therefor agrees to keep the pavement in repair, as required by law.

Leased, to the Metropolitan Street Ry. Co. (originally to the Metropolitan Crosstown Ry. Co. on Oct. 14, 1892), for a rental equivalent to 8 p. c. per annum for five years ending Oct. 1, 1897, and now paying 9 p. c. per annum.

Capital Stock, authorized and issued, $1,800,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct. A controlling interest in the stock of this company is owned by the Metropolitan Traction Co.

Funded Debt.—First consolidated mortgage 7 p. c., bonds, authorized and issued, $1,200,000; dated Dec. 1, 1872, due 1902; denom. $1,000; int. payable June and Dec.

Balance Sheet.—Dated June 30,

ASSETS.	1896-7-8.	1899.	1900.
Cost of road..............	$2,359,537	$2,962,518	$4,048,863
" equipment...........	450,630	529,006	
Profit and loss (deficit).......	189,833	189,833	189,833
Total..................	$3,000,000	$3,681,357	$4,238,696
LIABILITIES.			
Capital stock..............	$1,800,000	$1,800,000	$1,800,000
Funded debt..............	1,200,000	1,200,000	1,200,000
Additions and betterments....		681,357	1,238,696
Total..................	$3,000,000	$3,681,357	$4,238,696

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway, New York.

References.—Description of road (brief), Vol. VIII, Sept., '92, p. 538; Vol. VIII, Sept., '92, p. 539; stables, Vol. VII, Mar., '91, p. 118 (ill.); Vol. VII, Dec., '91, p. 694 (ill.).

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

The Christopher & Tenth Street Railroad Co.—Chartered Apr. 25, 1873. Annual meeting first Tuesday in June.

Leased on May 1, 1890, to the Central Crosstown R. R. Co. for a rental equivalent to interest on funded debt and a dividend of 8 p. c. on capital stock.

Capital Stock, authorized and issued, $650,000; par value, $100 per share. Dividends 8 p. c., payable quarterly Jan., May, July and Oct.

Funded Debt.—First mortgage 4 p. c. bonds, outstanding $210,000; due Oct. 1, 1918; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1898 (Same in 1896–7).

Assets.		Liabilities.	
Cost of road and equip.	$766,211	Capital stock...........	$650,000
Real estate............	66,700	Funded debt............	210,000
Profit and loss (deficit).	27,089		
Total.............	$860,000	Total...............	$860,000

Officers.—Pres. Alfred Wagstaff, V. Pres. Geo. H. Prentiss, Sec. & Treas. Geo. W. Linch.

General Office, 168 Christopher St.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Dry Dock, East Broadway & Battery Railroad Co.—Chartered Dec. 8, 1863. Annual meeting second Tuesday in Jan. 11,280 shares out of 12,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share. Dividends paid quarterly Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $950,000; dated Dec. 1, 1892, due 1932; denom. $1,000; int. payable June and Dec., at Fifth National Bank; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

5 p. c. certificates of indebtedness, authorized, $1,200,000, outstanding, $1,100,000, cancelled, $100,000; dated Feb. 1, 1884, due 1914; denom. $100; int. payable Feb. and Aug., at office of company.

Note.—The unissued treasury bonds may be issued at any time for improvements.

Dividends, in 1891-2, 5 p. c.; in 1892-3, 6 p. c.; in 1893-4, 2½ p. c.; in 1894-5, 4½ p. c.; in 1895-6, 6 p.c.; in 1896, 6 p. c., in 1897, 4½ p. c.; in 1898, 6 p. c.; in 1899, 4½ p. c.

Operation.—Year ending

	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Receipts from operat'n.	$717,262	$687,648	$669,713	$626,532	$632,906
" other sources.	11,617	10,854	5,754	5,791	6,037
" total.........	728,879	698,502	675,467	632,323	638,943
Operating expenses...	531,862	518,516	468,075	464,207	459,810
Earnings from operat'n	197,017	179,986	207,392	168,116	179,133
Deductions from earn.					
Interest............	100,414	101,780	102,500	102,500	102,500
Taxes..............	29,366	31,147	29,298	28,374	29,240
Rentals............	4,794				
Net income...........	62,443	47,060	75,594	37,242	47,393
Dividends paid †......	72,000	54,000	72,000	54,000	
Per cent. op. exp. to total receipts........	72.8	74.2	69.6	73.4	71.9

† For years ending June 30.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Cost of road and equip...	$3,161,065	$3,197,708	$3,212,637	$3,226,947	$3,222,372
Supplies.......	47,363	20,020	24,048	27,378	29,577
Open accounts.	19,093	24,313	65,508	71,069	56,606
Cash..........	11,767	42,877	10,052	8,512	27,744
Profit and loss (deficit)......	23,693	11,018	7,424	24,182	
Total......	$3,262,981	$3,295,936	$3,319,659	$3,358,088	$3,336,299
LIABILITIES.					
Capital stock.	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
Funded debt.	935,000	950,000	2,050,000	2,050,000	2,050,000
Cert. of indebt	1,100,000	1,100,000			
Accrued int...	26,569	26,875	26,875	26,875	26,875
Open accts...	1,412	8,342	31,360	69,989	42,495
Other liabil...		10,719	11,424	11,224	9,053
Profit and loss (surplus)...					7,876
Total.....	$3,262,981	$3,295,936	$3,319,659	$3,358,088	$3,336,299

Plant and Equipment.—Miles of track (horse), 20.48; gauge, 4 ft. 8½ in.; 47 lb. 60 lb. and 90 lb. c. and s. b. rail; 860 horses, 166 horse cars.

Officers.—Pres. H. H. Vreeland, Sec. & Treas. C. E. Warren, Supt. J. W. Lynch.

Directors.—H. H. Vreeland, D. B. Hasbrouck, H. A. Robinson, H. S. Beattie, Oren Root, Jr., Chas. E. Warren, 621 B'way, Henry Iden, 26 University Pl.; Jno. Beaver, Henry Hart, 1,119 Third Ave.; Edward Lauterbach, 22 William St.; Jno. H. Waydell, 37 South St.; Jno. Byrnes, 734 Lexington Ave, N. Y. City.

General Office, 621 Broadway.

Superintendent's Office, 605 Grand St.

References.—Description of road, Vol. VIII, Sept., '92, p. 538; stables and car house, Vol. VII, Jan., '91, p. 25 (ill.); new car, Vol. XII, June, '96, p. 360 (ill.); storage battery cars, Vol. XIV, Apr., '98, p. 210.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Eighth Avenue Railroad Co.—Chartered Jan. 10, 1855. Annual meeting second Wednesday in Jan. In Jan., 1896, this company leased its property to the Metropolitan Street Ry. Co., for 99 years, at a rental of $215,000 per annum, and a guarantee by the lessee to spend $1,000,000 for improvements in 1895-6, the betterments to revert to the lessors at expiration of lease. The lessee also pays taxes.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends payable quarterly Jan., Apr., July and Oct. 15.

Funded Debt.—6 p. c. certificate of indebtedness, $1,000,000; dated Feb. 1, 1884, due, 1914; subject to call on any interest day; int. payable Feb. and Aug.

Operation.—Included in report of Metropolitan Street Ry. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road....	$1,318,935	$1,318,935	$1,318,935	$1,318,935	$1,318,935
Cost of equipm't	342,394	342,394	342,394	342,394	342,394
Stock other cos..	4,880	4,880	4,880	4,880	4,880
Bonds " "	250,000	250,000	250,000	250,000	250,000
Cash	8,256	60,254	3,396	57,773	54,740
Supplies	14,255	14,255	14,255	14,255	14,256
Pft. & loss (def.)	86,279	34,282	91,940	36,763	42,295
Total	$2,025,000	$2,025,000	$2,025,000	$2,025,000	$2,027,500
LIABILITIES.					
Capital stock....	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Accrued interest.	25,000	25,000	25,000	25,000	25,000
Loans					2,500
Total	$2,025,000	$2,025,000	$2,025,000	$2,025,000	$2,027,500

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays, V. Pres. Joseph Tate, Sec. & Treas. Jas. G. Affleck, Asst. & Act'g Sec. W. Affleck, Jr.

Directors.—J. Hays, E. St. J. Hays, Wm. H. Hays, J. H. Goodwin, J. O'Donohue, Jr., New York City; J. Pettigrew, Springfield, Mass.; J. Tate, Staten Island, N. Y.; W. Ravesteyn, J. Englis, Brooklyn; Armistead Peter, Jr., Washington, D. C.; J. Affleck, J. G. Affleck, W. Affleck, Jr., Yonkers; Henry S. Moore, White Plains, N. Y.

General Office, Room 417, 1 Madison Ave.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 538.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Fort George & Eleventh Avenue Railway Co.—Chartered on Nov. 19, 1898, for the purpose of building a conduit electric line from 130th St. and 11th Ave. to 182d St. and 11th Ave., and 145th and 11th Ave. to 145th St. at Harlem River, and another 13 miles long from Manhattan Avenue and 116th St. to northerly limits of New York City at Kingsbridge Road, with numerous branches. Consolidation of the North End St. Ry. Co., organized Nov. 8, 1895, the Fort George & 11th Ave. R. R. Co, organized Jan. 2, 1898, and the Fort George Extension Ry. Co., organized Nov. 17, 1898.

Capital Stock, authorized, $3,000,000; none issued.

Officers.—Pres. John J. Little, Jr., V. Pres. Ambrose F. McCabe, Sec. Clement M. Cumming, Treas. D. C. Moorehead.

General Office, 621 Broadway.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Forty-second Street & Grand Street Ferry Railroad Co.—Chartered, Feb. 16, 1862. Annual meeting second Tuesday in Mar.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 6, 1893, to the Metropolitan Crosstown Ry. Co.), for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized, $750,000, issued and outstanding, $748,000; par value, $100 per share; dividends payable quarterly in Feb., May, Aug. and Nov. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $250,000, issued, $236,000; matured Apr. 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1900. (Same for 1896-7-8-9.)

Assets.		Liabilities.	
Cost of road..........	$ 913,045	Capital Stock.........	$ 748,000
" equipment....	119,075	Funded debt..........	236,000
		Profit and loss (surpl's)	48,121
Total	$1,032,121	Total	$1,032,121

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.—Chartered, Aug. 29, 1878. Annual meeting third Thursday in Jan. 16,711 out of 25,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co. On Mar. 19, 1900, Hugh J. Grant was appointed receiver of this company on the application of Lorain Steel Co., and on his discharge William Jay was appointed receiver.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $1,200,000; dated Mar. 1, 1880, due 1910; denom. $1,000; int. payable Mar. and Sept. at office of Union Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c., income bonds, authorized, $1,600,000, issued, $1,500,000; dated Jan. 1, 1885, due 1915; denom. $1,000; int. payable, if earned, Jan. and July.

5 p. c. real estate mortgage, $100,000.

Operation.—Year ending

	June 30, 1897.	June 30, 1898.	June 30, 1899.	July 1, '99, to Mar. 18, 1900.	*Mar. 19, to J'ne 30, 1900.
Rec. from oper'n..	$720,063	$703,976	$569,288	$340,514	$172,661
" other....	4,433	833	2,927	5,679	570
" total.....	724,496	704,809	572,215	346,193	173,231
Operating expenses	604,097	622,925	574,650	414,082	143,550
Earn. from oper'n.	120,400	81,884	‡2,435	‡67,889	29,681
Deduct. from earn.					
Int. on bonds....	72,000	72,000	72,000	60,238	20,516
Taxes	36,000	36,000	38,260	28,780	11,953
Other deduct...	5,000	10,695	13,368		1,425
Net income.......	7,400	‡36,811	‡126,063	‡156,907	‡4,213

* Receiver's report. ‡ Deficit.

Balance Sheet.—Dated

ASSETS.	June 30, 1898.	June 30, 1899.	Mar, 18, 1900.	June 30, 1900.
Road and equipment....	$5,419,199	$5,395,574	$5,353,634	$21,646
Stocks and bonds.......	1,500	1,500	1,500	
Supplies...............	6,857	5,895	8,489	7,125
Open accounts.........	8,533	11,146	22,929	263
Cash	10,920	2,920	35	28,034
Profit and loss (deficit)..	85,749	211,811	368,719	4,213
Total...............	$5,532,758	$5,628,846	$5,755,306	$61,281
LIABILITIES.				
Capital stock...........	$2,500,000	$2,500,000	$2,500,000	
Funded debt...........	2,700,000	2,700,000	2,700,000	
Real estate mortgage...	100,000	100,000		
Accrued interest.,......	24,000	24,000	39,484	20,516
Wages and supplies....	93,956	72,159		
Open accounts.........	29,803	22,687	7,420	5,762
Loans..................	85,000	210,000		
Other liabilities........			508,402	35,003
Total...............	$5,532,758	$5,628,846	$5,755,306	$61,281

Plant and Equipment.—Miles of track (horse), 1,733, (electric), 7.58; gauge, 4 ft. 8½ in.; 47 lb. to 90 lb. T and tram rail; 1,273 horses, 135 horse cars and 18 electric cars, Brill, Lewis & Fowler and Stephenson cars.

Officers.—Receiver Wm. Jay, Pres. John Beaver, Sec. Treas. & Supt. Thos. A. Maher, Gen. Foreman S. J. Dill.

Directors.—John Beaver, James J. Traynor, Frank S. Rollins, Wm. K. Ryan, Henry A. Himely, Frank P. Jackson, John Byrns, Thomas Robins, Jr., J. Sanford Barnes, Thomas J. Regan, Daniel H. Shea, John B. Johnson, Pierre Jay.

General Office, 118 E. 42d St.

Reference.—Description of conditions, Vol. XVI, Apr. 14, '00, p. 393.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Fulton Street Railroad Co.—Chartered Oct. 29, 1895, as the successor to the North & East River R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $500,000; dated Nov. 1, 1895, due 1995; coupon, but may be registered; int. payable May and Nov. at office of Guaranty Trust Co., of New York. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts................	$61,840	$59,743	$47,553	$46,147
Operating expenses...........	34,113	32,151	33,421	33,627
Earnings from operation.......	27,726	27,592	14,132	12,520
Deductions from earnings.				
Interest....................		20,000	20,000	20,000
Taxes	23,854	2,993	1,805	1,769
Due other companies......	3,872	4,599		
Net surplus..................			*7,673	*9,249

* Deficit paid by Metropolitan Street Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip....	$1,004,694	$1,000,000	$1,000,000	$1,000,000
Cash	6,171	4,963	4,462	4,377
Open accounts............	840	250	275	275
Total	$1,007,011	$1,005,213	$1,004,737	$1,004,652
LIABILITIES.				
Capital stock.............	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt	500,000	500,000	500,000	500,000
Accrued interest and taxes.	7,011	5,213	4,737	4,652
Total	$1,007,011	$1,005,213	$1,004,737	$1,004,652

Plant and Equipment.—Miles of track, 2; 9 horse cars. See Metropolitan Street Ry. Co.

Officers.—Pres. H. H. Vreeland, Sec. Chas. E. Warren, Treas. H. S. Beattie.

Directors.—H. H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, H. S. Beattie, H. A. Robinson, P. A. B. Widener, W. L. Elkins, Thos. F. Ryan, R. L. Anderton, Jr.

General Office, 621 Broadway.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Wall & Cortlandt Street Ferries Railroad Co.—This company is the owner of the property of the Fulton, Wall Street & Cortlandt Street Ferries R.R. Co., which was chartered June 20, 1885 and sold under foreclosure on Aug. 25th.

Capital Stock, authorized, $1,000,000.

Directors.—F. D. Moffat, Charles Base, K. S. Hogg, E. L. Conant, H. W. Bean, M. E. Gill, J. P. Sheffiield.

General Office, 45 William St.

Date of information, Mar., 1901. z

Kingsbridge Railway Co.—Chartered Jan. 25, 1898, to construct an electric railway from Manhattan St. to the city line, about 9 miles. Annual meeting Wednesday after second Monday in Nov. Municipal franchise is now under consideration of the Commissioners of Railroads of New York City.

Capital Stock, authorized, $1,000,000, issued, $8,600.

Officers.—Pres. A. J. Elias, V. Pres. Henry Hart, Sec. D. C. Andrews, Treas. John Beaver, Gen. Man. John H. Robertson.

General Office, East 128th St., N. Y. City.

Date of information, Mar., 1901. z

Manhattan Railway Co.—Chartered Dec. 29, 1875. Annual meeting second Wednesday in Nov. On May 20, 1879, the company leased the lines of the New York Elevated R. R. Co. and the Metropolitan Elevated Ry. Co., and on June 4, 1891, the lines of the Suburban Rapid Transit Co. The entire outstanding stock of these three companies has now been exchanged for that of the Manhattan Ry. Co., and the three companies named have been consolidated with the company. The company now owns and operates all the elevated railroads in the Boroughs of Manhattan and the Bronx in New York City. It has a transfer agreement with the Third Avenue R. R. Co., whereby passengers are transferred from the cars of one company to those of the other for an additional fare of three cents.

Capital Stock, authorized and issued, $48,000,000; par value, $100 per share. On Mar. 2, 1899, the Railroad Commissioners authorized an increase in capital stock to $48,000,000 from $30,000,000 for electrical equipment and improvement of road. Dividends payable quarterly in Jan., Apr., July and Oct., at 195 Broadway, New York.

Funded Debt.—Authorized, $64,318,000; outstanding June 1, 1900, $39,641,000, as follows:

First consolidated mortgage 4 p. c. gold bonds, authorized (present mileage), $40,000,000, issued, $27,723,000, in escrow (see Note), $11,818,000; coupon, but may be registered; dated Apr. 1, 1890, due 1990; denom. $1,000; int. payable Apr. and Oct., at office of Mercantile Trust Co.; trustee of mortgage, Central Trust Co., of New York.

PRIOR LIENS.

Metropolitan Elevated Ry. Co.

First mortgage 6 p. c. gold bonds, outstanding, $10,818,000; coupon, but may be registered; dated, July 10, 1878, due 1908; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

New York Elevated Ry. Co.

5 p. c. debenture bonds outstanding, $1,000,000; dated Mar. 1, 1886, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York.

Note.—Consolidated mortgage bonds may be issued in excess of $40,000,000 for extensions of mileage only, at a rate not exceeding $300,000 per mile of single track and $600,000 per mile of double track.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Rects. from op..	$9,128,112	$9,287,677	$8,761,428	$8,994,702	$9,133,696
" other sources	185,773	189,375	204,423	632,200	839,650
" total........	9,313,885	9,477,052	8,965,851	9,626,902	9,973,346
Oper. expenses.	5,410,463	5,318,304	5,293,760	5,279,025	5,202,276
Earn. from op..	3,903,422	4,158,748	3,672,091	4,347,877	4,771,070
Deductions.					
Int. on bonds.	2,638,059	1,892,532	1,889,682	1,876,288	1,809,703
Taxes.		785,587	712,655	866,789	871,226
Net income....	1,265,363	1,480,629	1,069,754	1,604,800	2,090,141
Divs. paid.....	1,800,000	1,200,000	1,200,000	*1,740,000	1,920,000
To surplus acc.	†534,637	280,629	†130,246	†135,200	170,141
P. c. op. exp. to total receipts.	58.1	56.1	59.0	54.8	52.2

* 1 p. c. on $30,000,000, 3 p. c. on $48,000,000.

† Deficit.

OPERATING EXPENSES.

Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Maint. of way & structures.....	$ 562,984	$ 519,432	$ 509,106	$ 443,908	$ 421,629
Maint. of equipm	680,389	641,255	632,885	611,026	583,376
Cond. transp't'n,	3,937,936	3,803,806	3,832,829	3,843,325	3,846,780
Gen. expenses..	349,649	337,859	351,837	380,766	350,491
Total.......	$5,530,958	$5,302,352	$5,326,657	$5,279,025	$5,202,276

STATISTICS OF OPERATION.

Year ending June 30,

	1897.	1898.	1899.	1900.
Passengers carried...	182,964,851	183,360,846	174,324,575	184,164,110
Track mileage.........	9,910,965	10,032,003	10,205,773	10,740,183
Gross earnings per traffic mile..........	$.95	$.95	$.887	$.928
Gross op. ex. per traffic mile.............	.56	.56	.515	.487
Operating expenses pr. passenger carried...	.0290	.0290	.0302	.0284

Dividends.—1884, 3 p. c.; in 1885–6–7, 6 p. c.; in 1888, 5 p. c.; in 1889, 1 in cash and 4½ in scrip; in 1890, 4½ in cash and 1½ in scrip; in 1891–2–3–4–5–6, 6 p. c.; in 1897–8–9–1900, 4 p c.

Balance Sheet.—Dated Dec. 31.

ASSETS.	1897.	1898.	1899.	1900.
Cost of r'd and equip.	$59,192,377	$61,005,498	$63,227,241	$65,840,585
Cost of leases.......	14,014,000	14,014,000	14,014,000	14,014,000
Real estate..........	2,572,444	2,607,133	3,114,780	3,203,656
Supplies on hand.....	256,123	235,804	246,516	291,012
Cash assets..........	264,161	256,652	258,668	354,582
Other assets.........	559,357	126,318	358,455	226,807
Estate Jay Gould, suretyship.........	300,000	300,000	300,000	300,000
Redempt'n prior liens.	12,962	8,622	4,524	4,524
Loaned on collateral..			13,568,000	11,353,015
Total............	$77,171,424	$78,554,027	$95,092,184	$95,588,181
LIABILITIES.				
Capital stock........	$30,000,000	$30,000,000	$47,993,688	$47,999,700
Funded debt	39,546,000	39,546,000	39,802,000	39,577,000
Int. on fund. debt due & accrued.........	352,332	367,332	297,529	336,372
Dividends unpaid...	122,374	12,374	7,358	7,358
Due for wages and supplies...........	353,266	368,196	370,383	402,883
Other liabilities......	2,234,476	3,827,395	453,382	451,785
Taxes in litigation..			1,870,313	2,345,411
Profit and loss (sur)..	4,562,976	4,432,730	4,297,531	4,467,672
Total............	$77,171,424	$78,554,027	$95,092,184	$95,588,181

Plant and Equipment.—Miles of track (elevated steam), 109.59, of road, 36.19; gauge, 4 ft. 8½ in.; 63 lb. to 90 lb. T rail; 1,122 cars, 334 locomotives.

Officers.—Pres. G. J. Gould, V. Pres. Alfred Skitt, Sec. & Treas. D. W. McWilliams, Gen. Supt. Wm. E. Baker, Audr. E. F. J. Gaynor, Elec. Engr. L. B. Stillwell, Ch. Engr. Geo. H. Pegram, Master Mechanic H. A. Webster.

Directors.—George J. Gould, Lakewood, N. J.; Edwin Gould, Howard Gould, Tarrytown, N. Y.; R. M. Gallaway, G. P. Morosini, D. Mackay, Russell Sage, S. Sloan, W. B. Smith, Thos. T. Eckert, Marcellus Hartley, Alfred Skitt, John T. Terry.

General Office, 195 Broadway.

References.—Description of terminal and coaling plant, Vol. X, Feb., '94, p. 82 (ill.); operating detail, Vol. X, Dec., '94, p. 771 (ill.); report of accidents, Vol. VIII, Aug., '92, p. 459; description of road (brief) Vol. XII, Oct, '96, p. 602; trial of compressed air locomotive, Vol. XIII, Sept., '97, p. 570; progress of electric equipment, Vol. XVI, Jan. 6, '00, p. 45 (ill.); Aug. 11, '00, p. 766; Sept. 15, '00, p. 863;

.e following is a report of the Metropolitan Street Ry.
for the years ending June 30, 1895-99 inclusive. This rep
the increase of earnings, etc., due to new mileage added
tem by lease and otherwise in specific years.

	1897.	1898.	1899.	1900
rom passengers.	$8,888,805	$9,938,505	$12,300,470	$13,785,
other.......	547,529	647,297	704,550	652,
total	9,436,334	10,585,802	13,005,020	14,437,
ing expenses....	4,810,235	5,300,436	6,048,444	6,631,
gs from opern..	4,626,099	5,285,366	6,956,576	7,805,
.ions from earn..				
:s...............	545,176	552,857	663,761	761,
'est on bonds....	470,000	590,486	1,055,000	1,055,
als	2,171,800	2,296,453	2,598,760	2,629,
:ome...........	1,439,123	1,845,570	2,639,055	3,360,
nds paid........	1,200,000	1,500,000	2,471,675	3,145,
plus account....	239,123	345,570	157,380	214,
urplus.........				2,019,
:rating expenses				
tal receipts......	50.9	50.1	46.5	4

,Mar., 1900 the annual interest upon the outstanding mortg
benture bonds of the Metropolitan Street Ry. Co. and all
properties was $2,180,160, as follows:

›olitan Street Ry. Co. direct........................	$1,055,
vay & Seventh Avenue R. R. Co....................	625,
,-third Street Ry. Co..............................	22,
;econd Street & Grand Street Ferry R. R. Co........	14,
l Park, North & East River R. R. Co...............	84,
er Street & Fulton Ferry R.R. Co..................	49,
Avenue R. R. Co................................	60,
Avenue R. R. Co................................	320,
›tal..	$2,230,

ıe rentals (exclusive of interest on funded debt), paid by
›olitan Street Ry. Co. to the companies which it leases
›art of which rentals are returned to the treasury thro
ıership in their stocks), aggregate $1,481,100, as follows:

vay & Seventh Avenue R. R. Co..................	$ 210,
Avenue R. R. Co................................	140,
Avenue R. R. Co................................	64,
y-third Street Ry. Co..............................	108,
treet & Grand Street Ferry R. R. Co...............	134,
l Park, N. & E. River R. R. Co....................	162,
er Street & Fulton Ferry R. R. Co.................	13,
Avenue R. R. Co................................	150,
'ork & Harlem R. R. Co..........................	350,
Avenue R. R. Co................................	148,
›tal..	$1,481,

alance Sheet.—Dated June. 30,

ASSETS.	1897.	1898.	1899.	190
ınd equipment.	$31,899,101	$33,969,768	$35,255,380	$35,700,
and bonds				
ɜd.............	15,968,348	14,739,572	14,160,572	21,644,
investments....	7,502.517	1,500,799	3,276,065	2,776,
ɜs on hand.....	241,891	231,568	221,422	103,
ı open accounts.	3,006,537	2,545,787	267,467	309,
›n hand........	1,163,808	717,289	737,066	12,489,
:d interest......				
›nstruction		13,008,629	14,297,105	18,068,
furniture.......		15,232	15,292	
otal...........	$59,782,202	$66,728,645	$68,230,369	$91,091,
LIABILITIES.				
....	$30,000,000	$39,933,800	$39,938,500	$44,960,
d debt	27,400,000	21,750,000	21,750,000	21,750,
indebtedness ..	645,003	3,302,294	4,736,222	10,940,
uction account				
l ave. R.R. Co.				11,419,
& loss (surplus).	1,737,198	1,742,551	1,805,647	2,019,
›tal............	$59,782,202	$66,728,645	$68,230,369	$91,091,

ant and Equipment.—Miles of track owned, 47.5, leased, 147
'94.77; operated by horses, 88.06, by mechanical traction (c
ıderground electric), 106.71; 1,459 motor cars, 500 cable cars,
:ars and 113 miscellaneous cars.

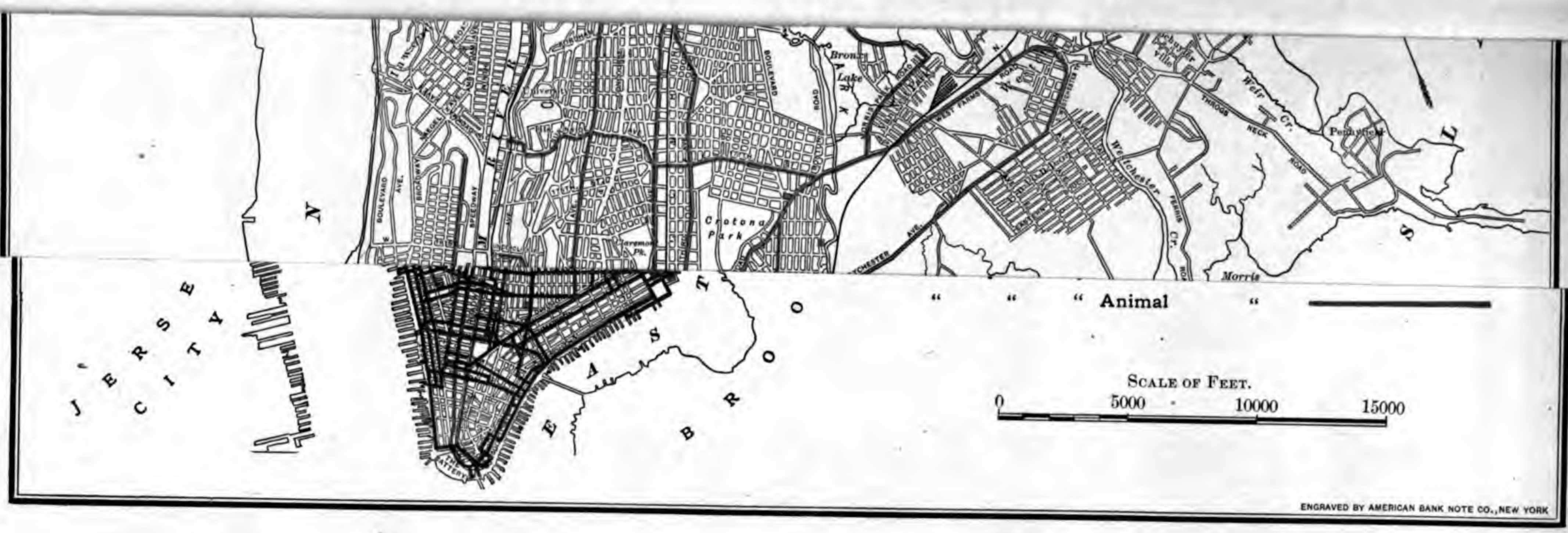
ficers.—Pres. & Gen. Man. H. H. Vreeland, V. Pres. D
ouck, Sec. & Treas. C. E. Warren, Audr. D. C. Mooreh
Gen. Man. Oren Root, Jr., Pur. Agt. A. C. Tully (106 W.
en. Mast. Mech. Thos. Millen, Engr., M'nce of Way W. B. R

irectors.—H. H. Vreeland, C. E. Warren, D. B. Hasbro
lyn; H. A. Robinson, Yonkers; H. P. Whitney, P. A. B. W
hos. Dolan, W. L. Elkins, Philadelphia; Thomas Ryan,
City.

eneral Office, 621 Broadway.

eferences.—METROPOLITAN TRACTION CO.—Description of
, Vol. X, Sept., '94, p. 545 (ill.); description of Lexington
plant, Vol. X, Aug., '94, p. 490 (ill.); annual report, Vol

at end of each report.



ENGRAVED BY AMERICAN BANK NOTE CO., NEW YORK plans filed for new power station, Vol. XVI, Apr. 21, '00, p. 401; elevators at stations, Vol. XVI, June 16, p. 586; June 23, p. 590.

Date of information, Mar., 1901. z

Metropolitan Street Railway Co.—On Dec. 12, 1893, the Houston, West Street & Pavonia Ferry R. R. Co., the South Ferry Ry. Co. and the Broadway R. R. Co. were consolidated into the Metropolitan Street Ry. Co. (charter dated Nov. 29, 1893); and on May 28, 1894, there was a further consolidation of the Metropolitan Street Ry. Co., the Metropolitan Crosstown Ry. Co. and the Lexington Avenue & Pavonia Ferry R. R. Co., the new charter being dated May 18, 1894. On Nov. 17, 1895, the Columbus & Ninth Ave. R. R. Co. was consolidated with the company.

The company leases and operates 10 street railway properties in New York City, having an aggregate mileage (including its own) of 220.83 miles of track, exclusive of the Third Ave. R. R. In addition to the above, this company has joint transfer arrangement over 11.24 miles of track belonging to another company. On Mar. 19, 1900, the company announced that it had acquired a controlling interest in the capital stock of the Third Ave. R. R., possession of which was made complete on May 23, 1900, by the discharge of Receiver Grant.

Capital Stock, authorized, $52,000,000, issued, to Jan. 31, 1900, $44,960,900; par value, $100 per share.

Funded Debt.—The direct funded indebtedness of the constituent companies, now assumed by the Metropolitan Street Ry. Co., (not including the bonds of the Broadway Surface R. R. Co. [$2,500,000] and the South Ferry Ry. Co. [$350,000], which are assumed principal and interest, by the Broadway & Seventh Avenue R. R. Co. and the Twenty-third Street R. R. Co.) is $21,750,000, as follows:

Metropolitan Crosstown Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $600,000; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct.

Metropolitan Crosstown Ry. Co.'s second mortgage 5 p. c. bonds, authorized and issued, $300,000; dated May 1, 1890, due 1900; denom. $1,000; int. payable May and Nov.

Lexington Avenue & Pavonia Ferry Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable in gold Mar. and Sept. at office of Central Trust Co., of New York, trustee of mortgage.

Columbus & Ninth Ave. R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $3,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable Mar. and Sept. at the New York Guarantee & Indemnity Co., trustee of mortgage.

South Ferry R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $350,000; dated Apr. 1, 1899, due 1919; int. payable Apr. and Oct.

General collateral first mortgage 5 p. c. gold coupon bonds, authorized and issued, $12,500,000; dated Feb. 1, 1897, due 1997; denom. $1,000; int. payable Feb. and Aug. at the National Union Bank, New York; trustee, Guaranty Trust Co., of New York.

The funded indebtedness of the companies leased to and operated by the Metropolitan Street Ry. Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is $21,446,000, as follows:

Broadway & Seventh Avenue R. R. Co., (including Broadway Surface R. R. Co.'s bonds, *$2,500,000, and South Ferry Ry. Co.'s bonds, $350,000)	$12,500,000
Twenty-third Street R. R. Co.	400,000
Forty-second Street & Grand Street Ferry R. R. Co.	236,000
Central Park, North & East River R. R. Co.	1,200,000
Bleecker Street & Fulton Ferry R. R. Co.	700,000
Eighth Avenue R. R. Co.	1,000,000
Second Avenue R. R. Co.	5,410,000
Total	$21,446,000

For detailed description of these mortgage bond issues see reports of the several companies.

* As stated elsewhere, $1,500,000 only of these bonds are guaranteed as to principal by the Broadway & Seventh Ave. R. R. Co., the remainder being guaranteed by the Twenty-third St. R. R. Co. Nevertheless, $2,500,000 of the Broadway & Seventh Ave. R. R. Co.'s first mortgage bonds are in escrow to meet the entire issue.

Operation.—The following are the combined operating statistics of all the properties now (1901) owned by or leased to the Metropolitan Street Ry. Co., as reported in the years ending June 30, 1896-1900 inclusive. In addition to the earnings of the Metropolitan Street Ry. Co. proper, those of the Eighth Avenue R. R. Co., the New York & Harlem R. R. Co. (street railway division), the Second Avenue R. R. Co. and the Columbus & Ninth Avenue R. R. Co. are included in all the years given.

Years ending June 30,	1897.	1898.	1899.	1900.
Rcpts. from pass.	$10,602,648	$11,363,227	$12,300,470	$13,785,084
" other sources	557,519	657,772	704,550	652,050
" total	11,160,167	12,020,999	13,005,020	14,437,134
Oper. exps. and taxes.	6,656,189	6,863,636	6,712,205	7,392,256
Earn. from operations.	4,503,978	5,157,346	6,292,815	7,044,878

The following is a report of the Metropolitan Street Ry. Co. proper for the years ending June 30, 1895-99 inclusive. This report shows the increase of earnings, etc., due to new mileage added to the system by lease and otherwise in specific years.

	1897.	1898.	1899.	1900.
Rcts. from passengers.	$8,888,805	$9,938,505	$12,300,470	$13,785,084
" other	547,529	647,297	704,550	652,050
" total	9,436,334	10,585,802	13,005,020	14,437,134
Operating expenses	4,810,235	5,300,436	6,048,444	6,631,254
Earnings from opern.	4,626,099	5,285,366	6,956,576	7,805,880
Deductions from earn.				
Taxes	545,176	552,857	663,761	761,002
Interest on bonds	470,000	590,486	1,055,000	1,055,000
Rentals	2,171,800	2,296,453	2,598,760	2,629,718
Net income	1,439,123	1,845,570	2,639,055	3,360,160
Dividends paid	1,200,000	1,500,000	2,471,675	3,145,891
To surplus account	239,123	345,570	157,380	214,269
Total surplus				2,019,915
P.c. operating expenses to total receipts	50.9	50.1	46.5	45.9

In Mar., 1900 the annual interest upon the outstanding mortgage and debenture bonds of the Metropolitan Street Ry. Co. and all its leased properties was $2,180,160, as follows:

Metropolitan Street Ry. Co. direct	$1,055,000
Broadway & Seventh Avenue R. R. Co.	625,000
Twenty-third Street Ry. Co.	22,500
Forty-second Street & Grand Street Ferry R. R. Co.	14,160
Central Park, North & East River R. R. Co.	84,000
Bleecker Street & Fulton Ferry R.R. Co.	49,000
Eighth Avenue R. R. Co.	60,000
Second Avenue R. R. Co.	320,500
Total	$2,230,160

The rentals (exclusive of interest on funded debt), paid by the Metropolitan Street Ry. Co. to the companies which it leases (a large part of which rentals are returned to the treasury through its ownership in their stocks), aggregate $1,481,100, as follows:

Broadway & Seventh Avenue R. R. Co.	$ 210,000
Sixth Avenue R. R. Co.	140,000
Ninth Avenue R. R. Co.	64,000
Twenty-third Street Ry. Co.	108,000
42nd Street & Grand Street Ferry R. R. Co.	134,640
Central Park, N. & E. River R. R. Co.	162,000
Bleecker Street & Fulton Ferry R. R. Co.	13,500
Eighth Avenue R. R. Co.	150,000
New York & Harlem R. R. Co.	350,000
Second Avenue R. R. Co.	148,960
Total	$1,481,100

Balance Sheet.—Dated June. 30,

ASSETS.	1897.	1898.	1899.	1900.
Road and equipment.	$31,899,101	$33,969,768	$35,255,380	$35,700,473
Stocks and bonds owned	15,968,348	14,739,572	14,160,572	21,644,457
Other investments	7,502.517	1,500,799	3,276,065	2,776,065
Supplies on hand	241,891	231,568	221,422	103,779
Due on open accounts.	3,006,537	2,545,787	267,467	309,178
Cash on hand	1,163,808	717,289	737,066	12,489,276
Accrued interest				
New construction		13,008,629	14,297,105	18,068,359
Office furniture		15,232	15,292	
Total	$59,782,202	$66,728,645	$68,230,369	$91,091,587
LIABILITIES.				
Stock	$30,000,000	$39,933,800	$39,938,500	$44,960,900
Funded debt	27,400,000	21,750,000	21,750,000	21,750,000
Other indebtedness	645,003	3,302,294	4,736,222	10,940,938
Construction account 3rd ave. R.R. Co.				11,419,834
Profit & loss (surplus).	1,737,198	1,742,551	1,805,647	2,019,915
Total	$59,782,202	$66,728,645	$68,230,369	$91,091,587

Plant and Equipment.—Miles of track owned, 47.5, leased, 147.27, total, 194.77; operated by horses, 88.06, by mechanical traction (cable and underground electric), 106.71; 1,459 motor cars, 500 cable cars, 770 horse cars and 113 miscellaneous cars.

Officers.—Pres. & Gen. Man. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. & Treas. C. E. Warren, Audr. D. C. Moorehead, Asst. Gen. Man. Oren Root, Jr., Pur. Agt. A. C. Tully (106 W. 51st St.), Gen. Mast. Mech. Thos. Millen, Engr., M'nce of Way W. B. Read.

Directors.—H. H. Vreeland, C. E. Warren, D. B. Hasbrouck, Brooklyn; H. A. Robinson, Yonkers; H. P. Whitney, P. A. B. Widener, Thos. Dolan, W. L. Elkins, Philadelphia; Thomas Ryan, New York City.

General Office, 621 Broadway.

References.—METROPOLITAN TRACTION CO.—Description of road (brief), Vol. X, Sept., '94, p. 545 (ill.); description of Lexington Ave. power plant, Vol. X, Aug., '94, p. 490 (ill.); annual report, Vol. X, Dec., '94, p. 815; compressed air motors (brief), Vol. XII, June, '96, p. 387. BROADWAY SURFACE RY.—Description of road, Vol. VIII, Aug., '92, p. 472. HOUSTON ST., WEST ST. & PAVONIA FERRY RY.—Description of road, Vol. VIII, Aug., '92, p. 469. METROPOLITAN STREET RY. CO.—Description of Lenox Ave. power plant, Vol. XI, Mar. '95, p. 168 (ill.); description of car house, Vol. X, Nov., '94, 731 (ill.); description of repair shop, Vol. X, Dec., '94, p. 786; operating details, transfers, Vol. X, Dec., '94, p. 789; description of car house and stable, Vol. XI, Jan., '95, p. 46 (ill.); description of conduit const., Vol. XI, Feb., '95, p. 112 (ill.); description of Lexington Avenue system, Vol. XI, Dec., '95, p. 777 (ill.); description of Lenox Avenue Conduit, Vol. XI, July, '95, p. 45 (ill.); new open cars (brief), Vol. XII, July, '96, p. 410; operating detail (brief), Vol. XII, July, '96; p. 428; Vol. XII, Sept., '96, p. 514 (ill.); description of Lenox Ave. line (brief), Vol. XII, Oct., '96, p. 665 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 602; description of new roads (brief), Vol. XIII, Jan., '97, p. 46; conduit construction, Vol. XIII, Sept., '97, p 551 (ill.); dissolving Metropolitan Traction Co., Vol. XIII, Sept., '97, p. 573; conduit construction, Vol. XIII, Dec., '97, p. 825 (ill.); lease of Second Ave. road, Vol. XIV, Apr., '98, p. 81; description of new cars, Vol. XIV, Apr., '98, p. 227 (ill.); main power station and transmission system, Vol. XVI, Mar. 3, '00, p. 213-226 (ill.); improvements, Vol. XVI, Mar. 10, '00, p. 281; control of Third Ave. R. R., Vol. XVI, Mar. 24, '00, p. 305; franchise tax opposed, Vol. XVI, Apr. 14, '00, p. 393, July 21, '00, p. 674; transfer station proposed, Vol. XVI, May 5. '00, p. 439 (ill.); Railroad Commissioners' brake tests, Vol. XVI, July 28, '00, p. 682; changing Broadway cable to electric traction, Vol. XVI, Sept. 1, '00, p. 830 (ill.); car service, Vol. XVI, Oct. 6, '00, p. 958-962 (ill. and map); increase of stock, Vol. XVI, Dec. 29, '00, p. 1222.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

New York & Harlem Railroad Co.—Chartered Apr. 25, 1831. Annual meeting third Tuesday in May. This is a steam railroad operating a line 127 miles long from Grand Central Station, New York City, to Chatham, N. Y., also a street railway line in New York City from the General Post Office to Harlem. The steam railroad portion is leased to the New York Central & Hudson River R. R. Co. The street railway property (reported herein) was leased on July 1, 1896, to the Metropolitan Street Ry. Co., for 999 years, at a rental of $350,000 per annum for the first five years and $400,000 per annum thereafter. The capital stock and funded debt are not given, as they cover the steam railroad property as well.

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. W. K. Vanderbilt, V. Pres. & Sec. Ed. V. W. Rossiter, Treas. Warren S. Crane.

Directors.—C. Vanderbilt, W. K. Vanderbilt, F. W. Vanderbilt, S. F. Barger, C. M. Depew, C. C. Clarke, J. B. Dutcher, E. V. W. Rossiter, S. D. Babcock, A. Van Santvoord, H. McK. Twombly, James Stillman, J. Pierpont Morgan, J. D. Layng.

General Office, Grand Central Depot.

References.—Description of old road, Vol. VII, Mar., '91, p. 119 (ill.); description of track, Vol. VII, Dec., '91, p. 665 (ill.); description of road, Vol. VIII, Sept., '92, p. 537; Vol. IX, Jan., '93, p. 10 (ill.); Vol. IX, Feb., '93, p. 90; track construction, Vol. VI, June, '90, p. 280 (ill.).

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Ninth Avenue Railroad Co.—Chartered July 29, 1859. Annual meeting third Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally on Mar. 12, 1892, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 6 p. c. on the capital stock for the first five years and 8 p. c. thereafter.

Capital Stock, authorized and issued, $800,000; par value, $100 per share, dividends payable quarterly Jan., May, July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$189,980	$189,980	$189,980	$189,980	$189,980
" equipment	161,241	161,241	161,241	161,241	161,241
Cash assets	5,366	18,590	3,024	19,335	19,959
Supplies	3,544	3,544	3,544	3,543	3,543
Stock	560	560	560	560	560
Profit & loss (deficit)	439,693	426,831	442,311	425,791	425,226
Total	$800,384	$800,746	$800,660	$800,450	$800,509
LIABILITIES.					
Capital stock	$800,000	$800,000	$800,000	$800,000	$800,000
Accounts payable	384	746	660	450	509
Total	$800,384	$800,746	$800,660	$800,450	$800,509

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays, V. Pres. Joseph Tate, Sec. & Treas. J. G. Affleck, Asst. Sec. & Asst. Treas. W. Affleck Jr.

General Office, Room 417, 1 Madison Ave.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Second Avenue Railroad Co.—Chartered Jan. 21, 1853. Annual meeting first Monday in Apr.

Leased in Jan., 1898, to the Metropolitan Street Ry. Co. until expiration of charter, for a rental equivalent to 8 p. c. on the capital stock for the first three years and 9 p. c. thereafter.

Capital Stock, authorized, $2,500,000, issued, $1,862,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—Total authorized, $8,900,000; total issued, $6,410,000, as follows: General construction mortgage 5 p. c. bonds, authorized and issued, $1,600,000; coupon, but may be registered; dated Jan. 1, 1885, due 1909; denom. $1,000; int. payable May and Nov.

First consolidated mortgage 5 p. c. bonds, authorized, $7,000,000; outstanding $4,579,000; dated Jan. 30, 1898, due 1948; int. payable Feb. and Aug.

5 p. c. debenture bonds authorized, $300,000; issued, $231,000; dated Jan. 12, 1889; due 1909; denom. $1,000; int. payable Jan. and July.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip	$3,870,438	$3,865,024	$3,865,024	$8,194,414
Cash	41,829	2,948		
Supplies	24,325	5,784		
Open accounts	78,443	624,241	3,406,976	
Profit and loss (deficit)	49,564	77,586		77,586
Total	$4,064,598	$5,884,513	$7,272,000	$8,272,000
LIABILITIES.				
Capital stock	$1,862,000	$1,862,000	$1,862,000	$1,862,000
Funded debt	1,960,000	3,960,000	5,410,000	6,410,000
Accrued interest	13,833	38,333		
Open accounts	220,392	24,180		
Wages and supplies	8,374			
Total	$4,064,598	$5,884,513	$7,272,000	$8,272,000

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Pierre Jay, V. Pres. Thomas J. Regan, Sec. & Treas. Oren Root, Jr.

Directors.—H. A. Himely, Thomas Robbins, Jr., T. J. Regan, Alexander Gunn, D. H. Shea, Pierre Jay, J. Sanford Barnes, Jr., F. S. Rollins, Oren Root, Jr.

General Office, 2d Ave. and 96th St.

References.—Description of road (brief), Vol. VIII, Oct., '92, p. 537; stables, Vol. VII, Oct., '91, p. 554; storage battery, Vol. IX, Dec., '93, p. 793 (ill.); lease of road, Vol. XIV, Apr., '98, p. 81.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Sixth Avenue Railroad Co.—Chartered Sept. 6, 1851. Annual meeting second Tuesday in Feb.

Leased to the Metropolitan Street Railway Co. (originally to Houston, West Street & Pavonia Ferry R. R. Co.) for 800 years, from Feb. 1, 1892, for a rental of $152,500 for the first two years, and of $140,000 thereafter.

Capital Stock, authorized and issued, $2,000,000; par value. $100 per share; dividends payable quarterly Jan., Apr., July and Oct,

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$1,681,062	$1,726,908	$2,008,138	$2,507,533	$2,092,837
" equip	446,598	458,587	458,587	280,986	280,986
Other perm. inv.	4,800	4,800	4,800	4,800	4,800
Cash	186,380	76,915	52,503	57,565	118,131
Open accounts.			36,250		
Other assets		146,000			
Real est. mortg.	140,000				800,000
Total	$2,458,839	$2,413,210	$2,560,278	$2,850,884	$3,296,754
LIABILITIES.					
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Open accounts.	10,094	10,094	10,094	10,094	19,101
Pr. & loss (surp)	448,745	403,116	550,184	840,790	1,277,653
Total	$2,458,839	$2,413,210	$2,560,278	$2,850,884	$3,296,754

Plant.—See Metropolitan Street Ry. Co.

Officers.—Pres. Frank Curtiss, Sec. & Treas. E. H. Garrison.

General Office, 750 Washington St.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Southern Boulevard Railroad Co.—Chartered June 27, 1885. This road is owned by and operated as part of the Third Ave. R. R. Co.

Capital Stock, authorized and issued, $250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated July 1, 1895, due 1945; denom., $1,000; int.

payable Jan. and July. These bonds are guaranteed principal and interest by the Third Ave. R. R. Co.

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip	$515,619	Capital stock	$250,000
Cash	4,957	Funded debt	250,000
		Accrued taxes	3,182
		Bills and accts. payable	13,681
		Profit and loss (surplus)	3,713
Total	$520,576	Total	$520,576

Plant and Equipment.—Miles of track (electric), 7; cars and power from Third Ave. R. R. Co.

General Office, 1,119 Third Ave.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

The Third Avenue Railroad Co.—Chartered Oct. 8, 1853. Annual meeting first Wednesday after second Monday in Nov. This company has secured control, by purchase, of the Dry Dock, East Broadway & Battery R. R., the 42d St., Manhattanville & St. Nicholas Ave. Ry., the Union Ry., the Yonkers Railroad Co., and the Tarrytown, White Plains & Mamaroneck Ry. The company has a transfer agreement with the Manhattan (Elevated) Ry. Co., whereby passengers are transferred from the cars of one company to those of the other, for an additional fare of three cents.

On Mar. 16, 1900, Hugh J. Grant was appointed receiver of the properties of this company having been appointed temporary receiver on Feb. 28, on the application of the Old Colony Trust Co., of Boston, Mass., and on May 23, 1900, he was discharged. On April 13, 1900, the properties were leased to the Metropolitan Street Ry. Co. for 999 years, the lessee guaranteeing payment of principal and interest of the then outstanding bonds and an additional issue of $35,000,000 4 p. c. first consolidated 100 year gold bonds.

Capital Stock, authorized, $16,000,000, issued, $15,995,800; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated July 1, 1887, due 1937; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co. of New York, trustee of mortgage.

First consolidated mortgage 4 p. c. gold bonds, authorized, $50,000,000, issued, $35,000,000; dated May 15, 1900, due 2,000; int. payable Jan. and July, at the office of Morton Trust Co., trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Rects. from oper.	$2,626,898	$2,597,633	$2,278,096	$2,159,411	$2,123,834
" other sources	53,550	55,628	119,388	†329,902	31,627
" total	2,680,448	2,653,261	2,397,484	2,489,313	2,155,461
Oper. expenses	1,448,157	1,452,726	1,273,875	1,255,482	1,315,444
Ear'gs from oper.	1,232,291	1,200,535	1,123,609	1,233,831	840,017
Deducts. from earn'gs					
Int. on bonds	250,000	250,000	250,000	250,000	483,450
Taxes	93,307	105,316	116,840	117,362	228,876
Other deducts	2,700	2,700	2,700		
Net income	886,284	842,519	754.069	866,469	127,691
Dividends paid	880,000	825,000	810,000	830,000	410,000
Surplus account					*282,309
P. c. op. exp. to total rec'ts	54.0	54.8	55.8	51.2	61.0

*Deficit.

Dividends.—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 10 p. c.; in 1897, 8¼ p. c.; in 1898, 7¾ p. c.; in 1899, 7¼ p. c.; in 1900, 1¾ p. c. on $12,000,000 and 1¼ p. c. on $16,000,000.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897	1898.	1899.	1900.
Road and equipment	$14,123,118	$14,978,477	$20,453,316	†$45,761,872
Stocks and bonds			9,940,658	9,942,647
Other permanent investments	5,598,878	10,620,215	1,728.942	
Accrued interest	187,500			
Open accounts			4,559,967	58,972
Cash	179,338	1,136,849	214,084	
Profit and loss (def.)				282,309
Total	$20,088,834	$26,735,741	$36,896,967	$56,045,800
LIABILITIES.				
Capital stock	$10,000,000	$12,000,000	$15,995,800	$15,995,800
Funded debt	5,000,000	5,000,000	5,000,000	40,000,000
Bills payable	4,799,400	9,620,122	15,480,483	
Accrued interest	125,000		125,000	
Mortgages	106,000	91,000	91,000	50,000
Profit and loss (sur.)	58,434	24,619	204,684	
Total	$20,088,834	$26,735,741	$36,896,967	$56,045,800

†Cost of road and equipment	$25,165,505
Met. St. Ry. Co. lessee; sale of bonds to apply to construction account	11,638,030
Accrued interest	1,025
42d St., Man., St. Nich. Ave., Ry. Co., Union Ry. Co., Dry Dock, E. B'way, and Battery R. R. Co., on account of construction charges	$8,957,312

Plant and Equipment.—Miles of track owned (electric), 29.375 controlled, 174.95; gauge, 4 ft. 8½ in.; 100 lb. to 115 lb. girder rail; 340 motor cars and 33 trail cars; Corliss, Wright and Dickson engines; Brill and Laclede cars; Brill, Peckham and Bemis trucks.

Officers.—Pres. H. H. Vreeland, V. Pres. Henry Hart, Treas. J. Beaver, Supt. J. J. Shea.

Directors.—H. H. Vreeland, John D. Crimmins, Edward M. Burghard, H. A. Robinson, Chas. E. Warren, Oren Root, Jr., D. B. Hasbrouck, Henry Hart, Albert J. Elias, Edward Lauterbach, Samuel Riker, Henry Iden, Charles Remsen.

General Office, 621 Broadway; Supt's office, 1119 3d Ave.

References.—Description of road, Vol. VIII, Sept., '92, p. 537; Vol. X, Jan., '94, p. 38 (ill.); opening, Vol. X, Jan., '94, p. 38 (ill.); Bayard St. power plant, Vol. VIII, Feb., '92, p. 74 (ill.); extensions of power plant, Vol. VIII, Feb., '92, p. 91; 65th St. power plant, Vol. VIII, Apr., '92, p. 207 (ill.); main cable power plant, Vol. IX, Oct., '93, p. 643 (ill.); Bayard St. power plant, Vol. X, July, '94, p. 448 (ill.); track construction, Vol. VI, Nov., '90, p. 554 (ill.); track construction, Vol. VII, June, '91. p. 290 (ill.); cable construction, Vol. VII, Sept., '91, p. 476 (ill.); track construction, Vol. VIII, May, '92. p. 277 (ill.); track construction, Vol. VIII, Aug., '92, p. 451 (ill.); Vol. VIII, Nov., 92, p. 687 (ill.); special track construction, Vol. IX, Apr., '93, p. 213 (ill.); increase of stock, Vol. IX, Feb., '93, p. 129; Vol. XI, Jan., '95, p. 59; annual report, Vol. IX, Dec., '93, p. 842; two annual reports Vol. X, Dec., '94, p. 814; general information, Vol. VIII, July, '92, p. 423; description of elec. conduit (brief), Vol. XI, May, '95, p. 318 (diagram); description of elec. conduit, Vol. XI, Aug., '95, p. 532 (diagram); description of elec. conduit, Vol. XII, Jan., '96, p. 41 (ill.); erection of power house, (brief), Vol. XII, June '96, p. 345; new sand car (brief), Vol. XII, July '96, p. 414 (ill.); compressed air car (brief), Vol. XII, July, '96, p. 436 (ill.); change in station and track construction (brief), Vol. XII, Sept. '96, p. 538; description of road (brief), Vol. XII, Oct. '96, p. 604; description of extensions, Vol. XIII, Jan. '97, p. 46; new main power station, Vol. XVI, Jan. 6, '00, pp. 1–12 (ill.); opening, Jan. 6, '00, pp. 15–23 (ill.); Metropolitan Street Railway in control, Vol. XVI, Mar. 24, '00, p. 305; new directors, Mar. 31, '00, p. 314; new plans, Apr. 7, '00, p. 385; debt financed and lease signed, Apr. 14, '00, p. 392; mortgage approved, May 19, '00, p. 500; statement by Mr. Vreeland on lease, May 26, '00, p. 510; receivership closed, June 2, '00, p. 569.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Thirty-fourth Street Crosstown Railway Co.—Chartered Mar. 18, 1896, as a consolidation of the Thirty-fourth Street R. R. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue R. R. Co., to build a railroad from the foot of West 34th St. to the foot of East 34th St.

Capital Stock, $1,000,000, all in treasury of the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1996; denom. $1,000; int. payable Apr. & Oct. at office of Central Trust Co. of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Total receipts	$339,120	$311,805	$337,038	$342,711
Operating expenses	159,039	165,642	188,177	192,468
Earnings from operation	180,081	146,163	148.861	150,243
Deduc. from earnings.				
Taxes	7,177	5,467	5,895	6,206
Interest on funded debt	12,500	50,000	50,000	50,000
Net income	160,404	90,696	†92,966	†94,037
P. c. op. exp. to total receipts	46.9	53.1	55.8	56.1

† Paid to Metropolitan St. Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Cash and current assets	12,211	21,678	21,338	20,842
Total	$2,012,211	$2,021,678	$2,021,338	$2,020,842
LIABILITIES.				
Capital stock	$1,000,000	$1,000.000	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Current liabilities	12,211	21,678	21,338	20,842
Total	$2,012,211	$2,021,678	$2,021,338	$2,020,842

Plant and Equipment.—Miles of track owned, 9.7, leased, 4.63, total track (horse), 5.6; 452 horses, 58 cars.

General Office, 621 Broadway.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Twenty-eighth & Twenty-ninth Streets Crosstown Railroad Co.—This company is the successor to the Twenty-eighth & Twenty-ninth Streets R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Oct. 1, 1896, due 1996; int. payable Apr. and Oct., at the Union National Bank. These bonds are guaranteed, principal and interest, by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$115,894	$135,900	$182,682
" " other sources	250	250	250
" total	116,144	136,150	182,932
Operating expenses	57,899	72,032	132,541
Earnings from operation	58,245	64,118	50,391
Deductions from earnings.			
Interest	54,167	75,000	75,000
Taxes	6,430	7,530	10,072
Net income	*$2,348	*$18,418	*$34,680

* Deficit paid by Metropolitan St. Ry. Co. under operating agreement.

Plant and Equipment.—Miles of track (cars operated by compressed air power), 7.72.

General Office, 621 Broadway.

Reference.—Air power not to be abandoned, Vol. XVI, June 16, '00, p. 582; operation of air motor cars, Vol. XVI, Aug. 4, '00, p. 719, Dec. 22, '00, p. 1214; storage battery cars, Vol. XVI, Sept. 1, '00, p. 838; air motors on Twenty-third St., Vol. XVI, Sept 22, '00, p. 871.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Twenty-Third Street Railway Co.—Chartered Jan. 29, 1872. Annual meeting third Monday in June.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 25, 1893, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized and issued, $600,000; par value, $100 per share. Dividends payable quarterly in Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 6 p. c., bonds, authorized and issued, $250,000; matured May 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Jan. and July.

5 p. c. debenture bonds, $150,000; dated Jan. 1, 1886, due 1906; denom. $100; int. payable Jan. and July.

This company also assumes $375,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, total issue, $1,500,000; dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. This amount together with the remainder of this issue ($1,125,000) is guaranteed by the Broadway & Seventh Avenue R. R. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$1,754,271	$2,116,695
" equipment	318,726	318,726
Total	$2,072,997	$2,435,421
LIABILITIES.		
Capital stock	$ 600,000	$ 600,000
Funded debt	400,000	400,000
Open accounts	1,011,932	1,374,357
Profit and loss (surplus)	61,065	61,064
Total	$2,072,997	$2,435,421

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Union Railway Co. of New York City.—Chartered July 5, 1892. Annual meeting second Monday in Jan. This is a consolidation of the Harlem Bridge, Morrisania & Fordham Ry. Co. (inc. 1863 under Gen. R. R. Act of 1850), the North Third Ave. & Fleetwood Park Ry. Co., and the Melrose & West Morrisania R. R. Co. The company controls and operates, under lease, the Westchester Electric R. R. Co., (which is a consolidation on June 1, 1893, of the Mt. Vernon & Eastchester Ry. Co., and the New Rochelle Ry. & Transit Co.), and owns the entire capital stock of the West Farms & Westchester Traction Co., the Van Nest, West Farms & Westchester Traction Co., the Wakefield & Westchester Traction Co., the Williamsbridge & Westchester Traction Co. and the Suburban Traction Co. This road is controlled by the Third Avenue R. R. Co., which purchased the entire capital stock in Jan., 1898.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated Aug. 1, 1892, due, 1942; denom. $1,000; int. payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

Westchester Electric R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1943; denom. $500; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Southern Boulevard R. R. Co.'s first mortgage gold bonds, authorized and issued, $250,000; dated July 1, 1895, due 1945; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending

	Dec. 31, 1896.	June 30, 1897.	1898.	1899.	1900.
Receipts from operation	$524,717	$539,855	$610,882	$667,472	$784,670
" other sources	1,083	3,000	2,657	4,342	2,500
" total	525,800	542,855	613,499	671,814	787,170
Operating expenses	304,949	336,875	388,631	446,637	488,713
Earn'gs from operation	220,851	205,980	224,868	225,177	298,457
Deduct from earnings.					
Interest on bonds	100,000	100,000	100,000	100,000	100,000
" on loans		10,205	17,038	25,135	
Taxes	18,286	23,226	27,672	34,215	39,426
Rentals					
Other deductions	9,177				
Net income	93,388	72,548	80,138	65,827	159,030
Dividends paid				240,000	
Total surplus					245,297
P. c. op. exp. to total receipts	58.0	62.1	63.3	66.4	62.1

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Road and equip.	$4,477,577	$4,562,086	$4,745,030	$4,963,570	$5,089,117
Supplies	25,923	29,331	9,161	14,756	179,724
Open accounts	61,647	62,400	67,029	429,655	837,066
Cash	30,222	48,199	86,445	40,233	57,009
Sundries		4,952	10,238	14,471	24,590
Taxes and insur.	17,501		4,022	11,772	16,961
Total	$4,612,870	$4,706,967	$4,921,926	$5,474,457	$6,204,467
LIABILITIES.					
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Lns & bills pay.	175,104	264,610	473,400	1,195,000	1,564,590
Accrued int.	41,667	41,667	42,061	47,482	41,667
Wages and sup.	38,928	32,299	40,570		337,170
Open accounts.	50,838	53,558	9,107	145,879	15,743
Profit and loss (surplus)	306,333	314,833	356,789	86,096	245,467
Total	$4,612,870	$4,706,967	$4,921,926	$5,474,457	$6,204,467

Plant and Equipment.—Miles of track (electric), 59.86; gauge, 4 ft. 8½in.; 72½ lb. and 90 lb. girder rail; 386 motor cars; Cooper engines, Gen. Elec. and West. dynamos and motors, Gilbert, St. Louis and American cars.

Officers.—Pres. & Gen. Man. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. J. Carrigan.

Directors.—E. A. Maher, H. A. Robinson, C. E. Warren, D. B. Hasbrouck, H. S. Beattie, Oren Root, Jr., D. C. Moorehead, Renne Martin, M. G. Starrett.

General Office, 204 E. 128th St., near 3d Ave.

References.—Description of road, Vol. VIII, Sept.,'92, p. 540; Vol. VIII, Oct., '92, p. 584 (ill.); description of power plant, Vol. VIII, Dec., '92, p. 722 (ill.); description of track, Vol. VIII, Jan., '92, p. 32 (ill.); description of car house, Vol. IX, May, '93, p. 289; Vol. X, Aug., '94, p. 485; description of transfer tables, Vol. X, May, '94, p. 321 (ill.).

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

Westchester Electric Railroad Co.—Chartered Mar. 21, 1891, On July 2, 1893, of the Mt. Vernon & Eastchester Ry. Co. and the New Rochelle Ry. & Transit Co. were merged into this company. On June 1, 1898, the operation of the Mount Vernon branch by overhead trolley was commenced, and the New Rochelle branch commenced electric operation Dec. 22, 1898.

Leased, on June 1, 1893, to the Union Ry. Co.

Capital Stock, authorized and issued, $500,000, all owned by the Union Ry. Co.

Funded Debt.—First mortgage 5 p. c gold bonds, authorized and issued, $500,000; dated, July 1, 1893. due, 1943; int. payable Jan. and July, guaranteed principal and interest by Union Ry. Co.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$124,514	$129,485	$127,234	$133,255	$163,932
Operating expenses	91,239	87,559	91,851	118,913	167,168
Earnings from operation	33,275	41,925	35,383	14,342	*3,236
Deductions from income.					
Interest	25,121	25,744	25,746	25,633	25,007
Taxes	3,912	3,131	3,198	3,041	4,288
Surplus	4,242	13,050	6,439	*14,332	*32,53[illegible]
Total surplus	*19,278	*8,322	*6,233	*20,565	*53,620

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road..	$ 945,560	$ 957,837	$1,008,569	$1,244,271	$1,449,402
" equip..	2,819	4,329	4,322		
Cash..........	17,402	1,369	1,896	2,020	20,946
Open accounts.	56,500	52,802	823	4,547	15,429
Profit and loss (deficit).....	19,278	8,322	6,233	20,562	53,620
Total....	$1,041,558	$1,024,658	$1,021,846	$1,271,403	$1,539,397

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock .	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt ..	500,000	500,000	500,000	500,000	500,000
Accrued int....	12,500		9,346	271,403	1,639
Bills payable..	29,058	24,658	12,500		15,491
Other liabilities			12,500		†522,266
Total.....	$1,041,558	$1,024,658	$1,021,846	$1,271,403	$1,539,397

† Due to other companies.

Plant and Equipment.—Miles of track (electric), owned, 26.55, trackage rights, 7.17, total, 33.72; gauge, 4 ft. 8½ in.; 48 motor cars.

Officers.—Pres Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. Jas. Carrigan.

Directors.—E. A. Maher, D. B. Hasbrouck, C. E. Warren, H. S. Beattie, Oren Root, Jr., D. E. Moorehead, R. Martin, M. G. Starrett, N. Y. City; Henry A. Robinson, Yonkers.

General Office, 204 East 128th St.

Date of information, Mar., 1901. z

For map of road see inset between pages 180 and 181.

New York, Westchester & Connecticut Traction Co.—Chartered Feb. 25, 1895; since the incorporation of this company it has been in continued litigation. It has leased the franchises of the company known as the Peoples Traction Co., for one year from Apr. 10, 1900, which is also in litigation. This company commenced to operate on Jan. 16, 1900, the properties of the North Mount Vernon Railway Co., which it purchased at foreclosure sale, and has in addition constructed short pieces of road in several places which are as yet disconnected from each other and none of which are operated. It proposes to construct an extensive system comprising about 70 miles, all to be above the Harlem River.

Capital Stock authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First general mortgage 4 p. c. gold bonds, authorized, $2,500,000; none issued June 30, 1900; dated May 1, 1900, due 1950; denom. $1,000; int. payable (when issued) May and Nov., at office of Hamilton Trust Co., of Brooklyn, trustee of mortgage.

Ballance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road............	$600,000	Capital stock............	$600,000
Cash....................	1,148	Loans....................	17,985
Materials and supplies...	3,750	Supplies.................	3,181
Insurance...............	.53		
Profit and loss (deficit)...	16,215		
Total.................	$621,166	Total.................	$621,166

Officers.—Pres. W. A. Boland, V. Pres. Silas B. Dutcher, Sec. & Treas. Frederic C. Cocheu, Gen. Man. L. H. Meht, Supt. Geo. Wohler.

Directors.—W. A. Boland, Yonkers, N. Y.; Silas B. Dutcher, Frederic C. Cocheu, John McCarty, Joseph B. White, M. J. Kennedy, Joseph McClean, L. H. Meht, W. J. Studwell, Brooklyn, N. Y.

Date of information, Mar., 1901. x

NIAGARA FALLS, N. Y., (see also Buffalo, N. Y.)

Population of Niagara Falls in 1880, 7,432; in 1890, 10,979; in 1900, 19,457.

Niagara Gorge Railroad Co.—Incorporated June 3, 1899. This company is the successor to the Niagara Falls & Lewiston R. R. Co., which was sold at foreclosure sale May 23, 1899. Annual meeting first Saturday in Oct. By traffic agreement with the Niagara Falls Park & River Ry. Co. the cars of this company are run over their road to Tabor Rock and Dufferin's Island. The new company began operations July 1, 1899.

CAPITAL STOCK, $1,000,000; par value, $100 per share.

FUNDED DEBT.—Niagara Falls & Lewiston R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $200,000; dated June 1, 1895, due 1925; denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

OPERATION.—The figures of operation for 1899 are not obtainable, those given being of the Niagara Falls & Lewiston R. R. Co. for 1897 and 1898, and of the Niagara Gorge R.R., for year 1900.

Year ending June 30.	1897.	1898.	1900.
Receipts from passengers...............	$80,523	$73,557	$57,667
" " other sources............	6,799	12,056	3,921
" total........................	87,322	85,613	61,588
Operating expenses..................	27,679	28,127	31,664
Earnings from operation...............	59,643	57,486	29,924

Deductions from earnings.	1897.	1898.	1900.
Interest..........................	23,510	50,912	8,154
Taxes...........................	2,922	5,699	3,645
Other deductions......................			229
Net income..........................	33,211	875	17,896
To surplus account.....................	33,211	875	
Total surplus account..................	*73,891	875	17,896

*To credit of construction account.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1900.
General expenses.....................	$ 9,475	$15,622	$16,743
Transportation expenses..............	10,019	8,729	10,726
Maintenance of way and buildings....	7,419	2,682	3,245
Maintenance of equipment............	766	1,094	950
Total.........................	$27,679	$28,127	$31,664

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1900.
Passengers carried...................	308,365	288,791	216,906
Car miles run.........................	150,269	163,013	127,916
Total receipts per car mile............	$.581	$.525	$.481
Operating expenses per car mile.......	.184	.172	.247

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1900.
Cost of road..................	$2,077,299	$2,100,122	$1,961,000
Cost of equipment.............	47,245	47,245	
Other permanent investments...	371,110	371,110	39,000
Cash.........................	5,384	1,741	3,225
Bills and accounts receivable ...	3,429	2,031	10,153
Material and supplies..........		10,597	2,614
Total....................	$2,504,467	$2,532,846	$2,015,992

LIABILITIES.	1897.	1898.	1900.
Capital stock..................	$1,400,000	$1,400,000	$1,000,000
Funded debt..................	35,000	35,000	200,000
Loans.........................	924,000	1,085,092	650,000
Bonds purchased...............			103,500
Profit on bonds purchased......			8,426
Bills and accounts payable......	71,577	11,879	36,170
Profit and loss (surplus)	73,890	875	17,896
Total....................	$2,504,467	$2,532,846	$2,015,992

PLANT AND EQUIPMENT.—Miles of track (electric), 14.4; 60 lb. T rail; 23 motor cars; Brill cars.

OFFICERS.—Pres. Francis V. Greene, V. Pres. Herbert P. Bissell, Sec. Herbert H. Hewitt, Treas. Bert. L. Jones, Gen. Man. G. Morgan, Supt. J. K. Brooks, Cons. Engr. Geo. A. Ricker.

DIRECTORS.—Francis V. Greene, George V. Turner, Avery D. Andrews, N. Y. City; Jos. T. Jones, H. P. Bissell, Wm. H. Hotchkiss, C. M. Bushnell, H. H. Hewitt, Wm. A. Cornwell, J. H. Metcalf, Bert L. Jones.

GENERAL OFFICE, 42 Coal and Iron Exchange, Buffalo.

REFERENCES.—Description of road, Vol. XI, Oct., '95, p. 630 (ill.); description of road, Souv., Oct. '97, p. 594 (ill.); operating detail, Vol. XIV, Feb., '99, p. 108; five years of experience, G. A. Ricker, Vol. XVI, Sept. 1, '00, pp. 807–840 (ill).

Date of information, Jan., 1901. b

NIAGARA FALLS, ONT., (see also Buffalo, N. Y.)

Resident population, 1,600.

Niagara Falls, Wesley Park & Clifton Tramway Co.—Chartered May 6, 1886. This road is owned by and operated as a part of the system of the Niagara, St. Catherine's & Toronto Ry. Co.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.35; gauge, 4 ft. 8½ in.; 65 lb. T rail; 4 motor cars.

OFFICERS.—Pres. J. W. Herbert, Sec. & Treas. A. B. Colvin, Gen. Man. F. O. Cheney.

Date of information, Feb., 1901. z

NILES, O.

Population in 1880, 3,879, in 1890, 4,289, in 1900, 7,468.

Mineral Ridge & Niles Traction Co.—Incorporated May 28, 1900, as the successor to the Mineral Ridge & Niles St. Ry. Co., which in Apr., 1899, was sold to A. A. Anderson, Gen. Man. of the Mahoning Valley Street Ry. Co., of Youngstown, O.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8¾ in.; 48½ lb. T and girder rail; 4 motor cars; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. B. F. Miles, V. Pres. H. M. Robinson, Sec. J. E. McVey, Treas. & Gen. & Man. A. A. Anderson.

Date of information, Feb., 1901. z

NORFOLK, MASS.

Population in 1900, 1,200.

Norfolk Southern Street Railway Co.—This road was placed in operation in Mar., 1899, and in Nov., 1899, was turned over to Philip L. Saltonstall, as receiver.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $125,000; dated May, 1, 1899, due 1919; denom. $1,000; int. payable May and Nov. at office of American Loan & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 30 cars, of which 24 are motor cars and 6 trail cars; 2 West. generators, 500 H. P. station plant; Slater engines, Sterling boilers, West. motors, Briggs cars, Dupont trucks.

OFFICERS.—Pres. Jeremiah Smith, Jr., Treas. & Clerk, Joseph Warren, Supt. Geo. B. Larrabee, Engr. J. H. R. Ward.

RECEIVERS' OFFICE, 53 State St., Boston, Mass.

Date of information, Feb., 1901. z

NORFOLK, VA.

Population in 1880, 21,966, in 1890, 34,871, in 1900, 46,624; present population of city and suburbs and annexed district, (local estimates), 75,000.

Norfolk Railway & Light Co.—This company is a consolidation in Nov. 2, 1899, of the Norfolk Street R. R. Co., the Norfolk & Ocean View Ry. Co., the Virginia Electric Co. and the Berkeley Light & Power Co., and owns a line of railway and steamers to Old Point Comfort.

Capital Stock, $1,650,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,750,000, held in escrow to retire prior liens, $1,040,000, held in treasury for future improvements, $1,210,000; dated Nov. 2, 1899, due 1949; denom. $1,000; coupon, but may be registered; sinking fund of 1 p. c. of bonds outstanding at 110 begins Nov., 1909; int. payable May and Nov., at office of International Trust Co., of Baltimore, trustee of mortgage.

PRIOR LIENS.

Norfolk Street R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $915,000; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Norfolk City R. R. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $400,000, issued, $125,000; dated Jan. 2, 1888, due Jan. 1, 1913; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric) 37; gauge, 4 ft. 8½ in.; 60 lb. T and 80 lb. girder rail; 80 cars, of which 60 are motor cars and 20 trail cars; 4-200 K. W. generators, 1,000 H. P. station plants, Short motors, St. Louis, Jackson & Sharp and Wason cars.

Officers.—Pres. R. Lancaster Williams, Richmond, Va., 1st V. Pres. C. B. Johnston, 2nd V. Pres. F. O. Briggs, Trenton, N. J.; Treas. W. H. Doyle, Sec. & Asst. Treas. H. C. Whitehead, Gen. Man. Peter Wright, Supt. Ry. Div. L. Wheeler, Supt. Ltg. Div. J. L. Belota.

General Office, 84 Plume St., Norfolk, Va.

Date of information, Feb., 1901. z

For map of road see page 187.

Norfolk & Atlantic Terminal Co.—This company was organized to construct an electric railway from Sewell's Point, on Hampton roads, to the city of Norfolk, 8 miles. A double track line was placed in operation Sept. 8, 1900. This company also operates a steamboat line from Old Point Comfort, with connections there to the Newport News & Oid Point Ry. to the pier at Norfolk-on-the-Roads (formerly Sewell's Point), and connecting Newport News and Old Point Comfort directly with Norfolk. In Feb., 1901, it was reported that negotiations were pending for the consolidation of this company with the Newport News & Old Point Ry. & Electric Co.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; 2-225 K. W. generators, 600 H. P. station plant, West motors, American cars, Peckham trucks.

Officers.—Pres. D. Lowenburg, V. Pres. H. L. Lowenburg, Sec. Wallington Hardy, Treas. Caldwell Hardy.

General Office, Columbia Bldg., Norfolk, Va.

Date of information Feb., 1901. z

Norfolk, Portsmouth & Newport News Railway Co.—Chartered Feb. 20, 1900, as a consolidation of the Port Norfolk Electric Ry. Co., the Portsmouth, Pigs Point & Newport News Ry., Ferry & Hotel Co., and the Portsmouth & Smithfield R. R. Co. This company operates under lease the ferries connecting Norfolk with Portsmouth and Berkley, and proposes an extension of its lines to Pigs Point, there to connect with ferry to Newport News.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued $200,000; held to retire prior liens, $50,000; dated Mar. 10, 1900, due 1950; denom. $1,000; coupon, but may be registered, subject to call at 110; sinking fund of $10,000 per annum begins at once; int. payable Mar. and Sept., at office of the Fidelity & Deposit Co., of Baltimore, Md., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; 100 H. P. boilers, 2-100 H. P. engines, 2-100 H. P. generators, 2 pumps; Watertown engines, West. and Brush dynamos and motors, Jackson & Sharp cars.

Officers.—Pres. H. L. Maynard, V. Pres. Gustavus Ober, Sec. A. J. Phillips, Treas. J. L. Watson Gen. Man., Supt. and Elecn. M. P. Jones, Ch. Engr. W. J. Nobes.

General Office, Portsmouth, Va.

Reference.—Description of road, Vol. XI, Feb., '95, p. 106 (ill.).

Date of information, Mar., 1901. x

NORRISTOWN, PA.

Population in 1880, 13,063, in 1890, 19,791, in 1900, 23,600.

Schuylkill Valley Traction Co.—Chartered Sept., 1893, as successor, by amendment of charter, to the Norristown, Bridgeport & Conshohocken Traction Co. This company operates the Norristown Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Montgomery County Passenger Ry. Co., the Conshohocken Ry. Co. and the Collegeville Electric Street Ry. Co. The company obtained control of the above roads on Jan. 15, 1895. Annual meeting first Thursday in Oct. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized, $1,000,000, issued, $500,000; par value, $50 per share; registrar of stock, Norristown Title, Trust & Safe Deposit Co.

FUNDED DEBT.—$236,000.

OPERATION.—Year ending

	Dec. 31,			June 30,	
	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$62,196	$61,892	$63,637	$65,431	$74,808
" other sources......	3,380	1,071	230	1,802	3,706
" total..............	65,576	62,963	63,867	67,233	78,514
Operating expenses.........	62,831	61,371	49,862	48,568	56,667
Earnings from operation.....	2,745	1,592	14,005	18,665	21,847
Deductions from earnings.					
Interest..................				127,579	9,308
Taxes..................				11,000	7,678
Rentals.................					14.592
Other deductions.......					518
Net income................				*119,914	*10,249

*Deficit.

BALANCE SHEET.—Dated

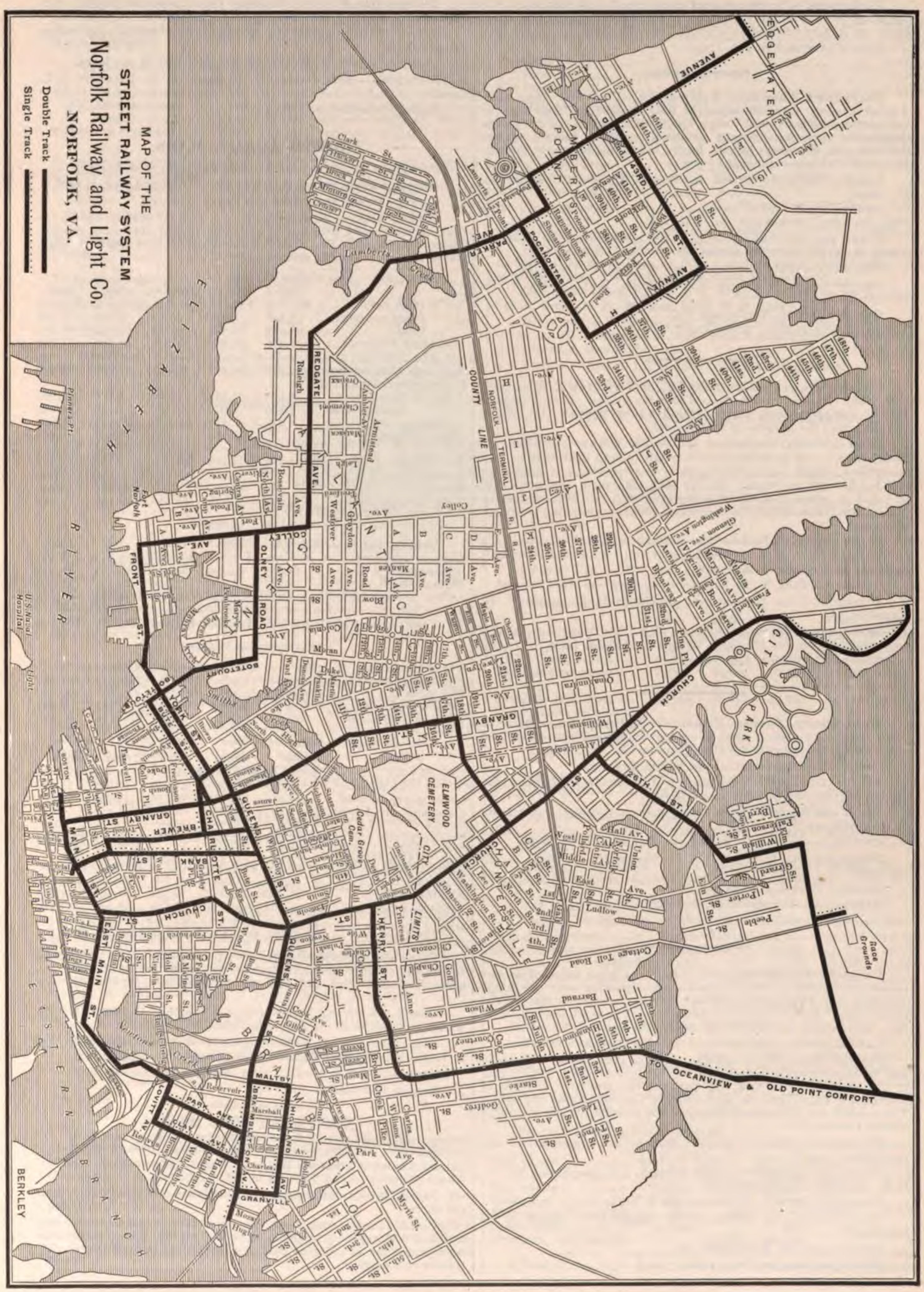
ASSETS.	Dce. 31,			June 30.	
	1896.	1897.	1898.	1899.	1900.
Cost of road and equip...	$182,453	$187,397	$194,875	$198,220	$212,370
Other permanent invest's	567,299	567,299	460,900	479,400	611,549
Cash and current assets..	5,985		17,139	22,672	9,653
Other assets............		10,634			11,630
Profit and loss (deficit)....			100,141	111,859	18,406
Total...............	$755,737	$765,330	$773,055	$812,151	$863,608
LIABILITIES.					
Capital stock............	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt............	128,000	66,000	115,000	280,475	236,000
Other liabilities..........	38,669	51,906	47,748	2,454	108,886
Bills payable............	76,748	124,609	110,307	29,222	18,722
Profit and loss (surplus)..	12,320	22,815			
Total...............	$755,737	$765,330	$773,055	$812,151	$863,608

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 5 ft. 2½ in.; 60 lb. to 80 lb. girder and T rail; 40 cars, of which 37 are motor cars and 3 trail cars; 650 H. P. generator and boiler capacity; Allis & Buckeye engines. West. and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. M. C. Aubenbach, Treas. E. J. Moore, Solicitor N. H. Larzelere, Gen. Man. Supt. & Elecn. George Hoeger, Ch. Engr. of Power Station Wm. Ridington.

DIRECTORS.—John A. Rigg, Reading, Pa.; R. N. Carson, E. J. Moore; Philadelphia; H. C. Moore, Trenton, N. J.; D. B. Shepp, N. H. Larzelere, Jno. T. Dyer.

GENERAL OFFICE, Trust Bldg., Norristown.


MAP OF THE
STREET RAILWAY SYSTEM
Norfolk Railway and Light Co.
NORFOLK, VA.
Double Track
Single Track
ELIZABETH RIVER
EASTERN BRANCH
BERKLEY
EDGEWATER
LAMBERT POINT
CITY PARK
ELMWOOD CEMETERY
Race Grounds
TO OCEANVIEW & OLD POINT COMFORT
CHURCH ST.
GRANBY ST.
MAIN ST.
EAST MAIN ST.
HENRY ST.
QUEEN ST.
CHARLOTTE ST.
BANK ST.
BREWER ST.
YORK ST.
BOTETOURT ST.
FRONT ST.
COLLEY AVE.
OLNEY ROAD
REDGATE AVE.
PARKER AVE.
POCAHONTAS ST.
COUNTY LINE
NORFOLK TERMINAL
CITY LIMITS
25TH ST.
PARK AVE.
GRANVILLE
MALTBY
COVITT AV.
HIGHLAND AV.
Cottage Toll Road
U.S. Naval Hospital
Fort Norfolk
Pinners Pt.
Lamberts Creek

REFERENCES.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; operating detail, Vol. XIII, Apr., '97, p. 224; pleasure park, Vol. XIII, June, '97, p. 348; description of road, Vol. XIV, July, '98, p. 361 (ill).

Date of information, Feb., 1901. b

Norristown Passenger Railway Co.—Chartered Aug., 1884. Annual meeting, second Monday in Jan. Leased (on Jan. 1895) to and operated by Schuylkill Valley Traction Co., which company pays the interest on funded debt and an annual rental as follows: $1,000 the first year, $1,500 the second, $2,250 the third, $3,000 the fourth, $4,000 the fifth and subsequent years.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $75,000; dated 1893, due 1923; int. payable Jan. and July.

PLANT AND EQUIPMENT—Miles of track (electric), 4.25; gauge, 5 ft. 2½ in.; 45 lb. and 66 lb. girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—J. W. Shepp, C. D. Beebe, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Feb., 1901. b

Citizens' Passenger Railway Co., of Norristown.—Chartered Apr., 1887. Annual meeting second Monday in Jan. Leased in Jan., 1895, to and operated by the Schuylkill Valley Traction Co., which company pays the interest on funded debt.

CAPITAL STOCK, authorized and issued, $79,520; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $80,000; dated Feb. 1, 1895, due 1925; subject to call, at 105, Feb. 1, 1905; int. payable Feb. and Aug., at office of Norristown Title, Trust & Safe Deposit Co., of Norristown, Pa., trustee of mortgage.

PLANT AND EQUIPMENT—Miles of track (electric), 6.25; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 8 motor cars; Curtis dynamos and motors, L. & F. cars.

OFFICERS.—Pres. N. H. Larzelere, Sec. & Treas. H. C. Jones.

DIRECTORS.—Jos. Fornance, C. D. Beebe, H. C. Jones, N. H. Larzelere.

REFERENCES.—Increase of bonds, Vol. XI, Mar., '95, p. 183. Increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 490.

Date of information, Feb., 1901. b

Montgomery County Passenger Railway Co.—Chartered Jan., 1893; road opened in 1894. This company is leased to, and operated by, the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $15,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track, 1.5; gauge, 5 ft. 2½ in.; 45 lb. girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—C. D. Beebe, D. B. Shepp, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

REFERENCE.—Increase of stock, Vol. IX, Aug., '93, p. 557.

Date of information, Feb., 1901. b

Conshohocken Railway Co.—Chartered Jan., 1893. This line connects Norristown with Conshohocken, extending over the Ridge Turnpike and Plymouth and White Marsh Turnpike to the Norristown borough line, through Conshohocken. The road was opened in Jan., 1895, and is operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $145,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated July 1, 1894, due 1924, but subject to call at 105, July 1, 1904; int. payable Jan. and July, at office of Norristown Title, Trust & Safe Deposit Co., trustee of mortgage. These bonds are guaranteed, principal and interest, by the Schuylkill Valley Traction Co.

FRANCHISES in the borough of Conshohocken are perpetual and exclusive.

PLANT AND EQUIPMENT.—Miles of track, 5.5; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—C. D. Beebe, D. B. Shepp, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Feb., 1901. b

Collegeville Electric Railway Co.—Chartered July 30, 1897. This road is a part of the Schuylkill Valley Traction Co.'s system.

CAPITAL STOCK, authorized, $7,000, issued, $2,500, par value, $50 per share.

OFFICERS.—Pres. A. G. Davids, Sec. & Treas. H. C. Jones.

DIRECTORS.—A. G. Davids, H. C. Jones, N. H. Larzalere, J. C. Landes.

Date of information, Feb., 1901. b x

NORTH ADAMS, MASS.

Population in 1880, 10,191, in 1890, 16,073, in 1900, $24,200.

Hoosac Valley Street Railway Co.—Chartered Apr. 7, 1886.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated July 1, 1897, due 1917; denom. $1,000; int. payable Jan. and July, at office of New England Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30.

	1896.	1897.	1898.	1899.	1900.
Rec'ts from pass.	$67,074	$79,631	$75,215	$79,502	$92,258
" other sources	1,348	1,697	4,027	3,272	6,253
" total	68,422	81,328	79,242	83,764	98,511
Operating expenses	38,466	50,858	54,697	55,896	64,104
Earnings from operation	29,956	30,470	24,545	27,868	34,407
Deductions from earn'gs.					
Int. on bonds	3,150	3,432	5,000	5,000	5,000
" floating debt	1,543	2,975	1,882	1,076	1,650
Taxes	229	287	928	1,234	3,647
Other deductions		1,963	3,533	3,348	5,818
Net income	3,283	21,814	13,202	17,210	18,292
Dividends paid, 6 p. c.		6,000	6,000	6,000	6,000
Surplus		15,814	7,202	11,210	12,292
Total surplus account	34,964	30,778	21,810	23,620	25,412

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 6,162	$ 7,701	$ 7,866	$ 9,614	$ 8,360
Transportation exp.	22,805	29,599	29,015	29,243	37,109
Main. of way and bld'gs.	7,229	9,921	13,266	12,301	11,382
" " equipment	2,269	3,636	4,550	4,738	7,253
Total	$38,466	$50,858	$54,697	$55,896	$64,104

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	1,341,283	1,612,106	1,536,505	1,620,530	1,867,982
Car miles run	279,480	315,360	349,752	419,796	490,450
Total rec'pts per c. m.	$.245	$.258	$.219	$.199	$.201
Oper. exp. per c. m.	.137	.161	.156	.133	.131

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$162,041	$168,589	$175,568	$179,849	$179,663
" equipment	56,437	48,956	43,030	37,973	37,356
Other perm. invests	13,416	24,613	35,776	37,031	39,627
Cash and cur. assets	4,269	10,651	1,767	4,458	3,457
Total	$236,164	$252,809	$256,141	$259,311	$260,103
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	50,000	100,000	100,000	100,000	100,000
Floating debt	51,200	22,031	34,331	35,691	34,691
Profit and loss (sur.)	34,964	30,778	21,810	23,620	25,412
Total	$236,164	$252,809	$256,141	$259,311	$260,103

PLANT AND EQUIPMENT.—Miles of track (electric), 13.3; gauge, 4 ft. 8½ in.; 56 lb. T and 9 in. girder rail; 25 motor cars; Slater engines, Gen. Elec. dynamos and motors, Jones and Jackson & Sharp cars.

OFFICERS.—Pres. & Treas. C. Q. Richmond, V. Pres. W. W. Richmond, Sec. S. P. Thayer, Gen. Man. W. T. Nary.

DIRECTORS.—C. Q. Richmond, M. T. Reynolds, O. A. Archer, S. P. Thayer, W. W. Richmond, of North Adams.

GENERAL OFFICE, North Adams, Mass.

Date of information, Jan., 1901. b

NORTHAMPTON, MASS.

Population in 1880, 12,172, in 1890, 14,990, in 1900, 18,643.

Northampton Street Railway Co.—Chartered Feb. 26, 1873. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $25,000; dated 1888, due 1909; denom. $500; int. payable Apr. and Oct., at office of Springfield Safe Deposit & Trust Co., trustee of mortgage.

4½ p. c. coupon bonds authorized and issued, $200,000; dated June 1, 1900, due 1910; denom. $10,000; int. payable June and Dec., Ralph B. Bardwell and Erwin H. Kennedy, of Pittsfield, Mass., trustees of mortgage.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers	$92,559	$92,128	$89,466	$100,052	$104,293
" other sources	2,243	2,958	2,860	3,032	2,950
" total	94,802	95,086	92,326	103,084	107,243
Operating expenses	57,779	57,249	57,632	61,945	67,625
Earnings from operation	37,023	37,837	34,693	41,139	39,618
Deduct. from earnings.					
Interest charges	2,707	3,174	3,781	2,689	4,077
Taxes	3,417	4,801	5,838	6,458	9,445
Other deductions		5,550		396	
Net income	30,899	24,311	25,074	31,596	26,096
Dividends	30,000	27,100	24,000	24,000	24,000
To surplus account	899	*2,689	1,074	7,596	2,096
Total surplus acct (def.)	23,564	20,874	21,948	29,545	31,341
Per cent. op. exp. to total receipts	60.0	60.2	62.0	60.0	63.0

*Deficit.

Dividends, in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 1899 and 1900, 8 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$10,374	$8,658	$7,798	$7,162	$7,847
Main. of way and bldgs	5,821	7,901	9,547	9,332	7,156
Mainten'e of equipment	2,209	6,300	6,690	6,881	7,929
Transportation expenses	41,375	34,390	33,597	38,570	44,693
Total	$59,779	$57,249	$57,632	$61,945	$67,625

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Passengers carried	1,857,171	1,858,014	1,812,627	2,021,087	2,085,068
Car miles run	496,648	465,921	487,639	522,298	583,287
Tot.rec.per car mile	$.191	$.204	$.189	$.197	$.184
Op.exp.per car mile	.116	.123	.118	.118	.116

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$211,250	$211,251	$229,750	$229,630	$341,873
" equipment	79,293	82,702	83,596	84,757	113,416
Other perm. invests	75,680	78,298	79,929	88,664	112,617
Cash and current assets	9,207	5,989	8,039	9,860	2,075
Material and supplies	1,634	1,634	1,634	1,634	1,359
Total	$377,064	$379,874	$402,948	$414,545	$571,340
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	25,000	25,000	25,000	25,000	225,000
Unfunded debt	28,500	34,000	56,000	60,000	15,000
Profit and loss (surp)	23,564	20,874	21,948	29,545	31,340
Total	$377,064	$379,874	$402,948	$414,545	$571,340

Plant and Equipment.—Miles of track (electric), 24,63; gauge, 4 ft. 8½ in.; 40 lb. and 58 lb. T rail, 38 motor cars and 2 snow plows; 450 h. p. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones and Wason cars, Bemis trucks.

Officers.—Pres. J. Olmsted, V. Pres. & Treas. Newrie D. Winter, Sec. H. P. Field, Supt. & Pur. Agt. E. C. Clark, Jr., Gen. Man. A. E. Smith, Ch. Engr. of Power Station A. M. Day.

Directors.—J. Olmsted, N. D. Winter, G. W. Cook, J. C. Hammond, H. M. Tyler, J. A. Sullivan, F. H. Goldthwait.

General Office, Northampton, Mass.

Reference.—Increase of stock, Vol. IX, June, '93, p. 419.

Date of information, Feb., 1901. b

Northampton & Amherst Street Railway Co.—This company commenced operation of the road Jan. 22, 1900, in the towns of Northampton, Hadley and Amherst, and will construct an extension from Northampton to Hatfield.

Capital Stock, authorized and issued, $80,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Sept. 1, 1900, due 1920; denom. $1,000; subject to call at 105 on and after 1910; int. payable Apr. and Sept.

Operation.—Period from Jan. 22 to Sept. 30, 1900.

Gross receipts	$20,444
Operating expenses	15,809
Earnings	4,635
Interest	2,180
Net income	2,455

Balance Sheet.—Dated Sept. 30, 1900.

Assets.		Liabilities	
Cost of road	$160,614	Capital stock	$80,000
" equipment	40,618	Funded debt	60,000
Other perm. invest	23,075	Loans and notes	87,266
Cash and current assets	2,613	Current liabilities	356
Materials and supplies	3,539	Accrued "	382
		Profit and loss (surplus)	2,455
Total	$230,459	Total	$230,459

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars; 2 snow plows; West. 300 k. w. generator, 400 h. p. station plant; Wason cars.

Officers.—Pres. Frederick S. Coolidge, V. Pres. B. E. Cook, Sec. & Treas. C. W. Wyman, Supt. W. F. Carty.

Directors.—F. S. Coolidge, M. A. Coolidge, Fitchburg; B. E. Cook, Jr., H. L. Williams, C. K. Graves, Northampton; C. W. Wyman, E. C. Crosby, Brattleboro, Vt.

General Office, 102 Main St., Northampton, Mass.

Date of information, Jan., 1901. b

NORTH ATTLEBOROUGH, MASS.

Population of in 1880, 6,727, in 1890, 4,603, in 1900, 7,036.

Interstate Consolidated Street Railway Co.—Chartered Apr. 12, 1895, as a consolidation of the Attleborough, North Attleborough & Wrentham Street Ry. Co. and the Interstate Street Ry. Co., of Providence, R. I. Annual meeting fourth Wednesday in Jan. This company is now controlled by the United Traction & Electric Co., of Providence, R. I.

Capital Stock, authorized and issued, $380,000; par value, $100 per share.

Funded Debt.—Ten year 4 p. c. coupon notes, $150,000, dated Apr. 28, 1897, due 1907.

Operation.—Year ending Sept. 30,

	1896.	1897	1898.	1899.	1900.
Receipts from pass	$117,826	$125,574	$134,714	$151,031	$174,055
" other sources.	3,097	1,740	849	1,517	1,977
" total	120,923	127,315	135,563	152,548	176,032
Operating expenses	87,671	89,243	92,583	127,332	112,347
Earnings from oper	33,252	38,071	42,980	25,216	63,685
Deduc. from earnings.					
Int. on fund. debt.		2,500	6,000	6,000	6,000
" " float. debt.	5,433	7,200	3,780	2,640	6,510
Taxes	805	922	1.457	7,958	9,691
Net income	27,014	27,449	31,743	8,618	41,483
Dividends paid	15,500	18,000	22,800	22,800	22,800
To surplus account	11,514	9,449	8,943	*14,182	18,683
Total surplus account	32,724	*112,780	*47,475	21,023	35,231

*Deficit.

Dividends.—In 1895, 8 p. c.; in 1896, 2½ p. c.; in 1897, 6 p. c. on $300,000; in 1898, 1899 and 1900, 6 p. c. on $380,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$13,160	$12,936	$14,207	$14,193	$15,250
Maint of way and bldgs	8,236	11,307	12,392	35,378	11,788
" " equipment	9,874	7,548	8,524	10,486	11,372
Transportation expenses	56,401	57,453	57,460	67,275	73,937
Total	$87,671	$89,243	$92,583	$127,332	$112,347

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Passengers carried	2,366,481	2,502,803	2,589,797	3,024,178	3,477,355
Car miles run	652,577	664,820	660,306	656,889	693,171
Tot. rcpts. p car mile	$.185	$.191	$.205	$.232	$.254
Op. exp. p car mile	.134	.134	.140	.193	.162

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$307,586	$307,601	$308,071	$522,617	$525,552
" equipment	114,820	114,720	114,220	147,624	155,487
Real estate	35,991	36,549	36,549	36,549	36,549
Cash	5,383	15,431	23,719	12,438	16,480
Bills and accts. rec'ble.	359	139			
Other assets	4,573		218	301	
Profit and loss (deficit)		112,780	103,310		
Total	$468,712	$587,221	$586,087	$719,529	$734,068

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip..	$43,000	$43,000	$43,000	$43,000	$43,000
Cash and current assets..	1,522	731	819	40	170
Material and supplies....	258	357	244	354	470
Other assets............		562	597	768	952
Total...............	$44,780	$44,650	$44,660	$44,162	$44,592
LIABILITIES.					
Capital stock...........	$25,000	$25,000	$25,000	$25,000	$25,000
Funded debt............	18,000	18,000	18,000	18,000	18,000
Other liabilities........	1,306	1,015	291	736	1,077
Profit and loss (surplus).	474	635	1,369	426	515
Total...............	$44,780	$44,650	$44,660	$44,162	$44,592

Plant and Equipment.—Miles of track (electric), 2.17; 5 motor cars; rent power.

Officers.—Pres. Freeland Howe, Sec. J. F. Hill, Treas. H. L. Shepherd, Supt. W. J. Jones, Pur. Agt. Geo. E. Macomber.

Directors.—Freeland Howe, Norway; O. D. Baker, John F. Hill, Geo. E. Macomber, J. Manchester Haynes, Augusta; H. L. Shepherd, Rockport.

General Office, Norway, Me.

Date of information, Jan., 1901. b

NORWICH, CONN.

Population in 1880, 15,112, in 1890, 16,159, in 1900, 17,251.

Norwich Street Railway Co.—Chartered 1864. Annual meeting last Wednesday in July.

Capital Stock, authorized, $600,000, issued, $250,000; par value, $100 per share. Dividends, 5 p. c. per annum, payable Jan. and July, at American Loan & Trust Co., of Boston.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $350,000; coupon, but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30, June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass......	$83.205	$78,157	$74,937	$76,678	$83,501
" other sources...	1,510	1,346	1,170	967	941
" total...........	84,715	79,502	76,107	77,645	84,442
Operating expenses.....	55,360	53,184	52,091	52,974	55,024
Earnings from operation	29,355	26,318	24,016	24,671	29,418
Deductions from earnings.					
Interest on bonds....	13,250	13,250	13,250	13,250	14,563
Int. on floating debt.			679	597	
Taxes..............	4,550	4,500	4,525	4,725	4,800
Net income............	11,555	8,568	5,562	6,099	10,055
Dividends paid..........	12,500	12,500	5,000	5,000	5,000
To surplus account......	* 945	*3,932	562	1,099	5,055
Total surplus account....	16,561	12,629	13,191	7,544	12,167
P.c. op.exp. to total rects.	64.7	66.8	68.4	68.2	65.1

* Deficit.

Dividends, in 1895, 1896 and 1897, 5 p. c.; in 1898, 1899 and 1900, 2 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, June 30,

	1896.	1897.	1898.	1899.	1900.
Pass. carried...	1,987,519	1,852,872	1,777,735	1,821,115	1,943,084
Car miles run...	297,266	296,785	297,380	295,083	324,974
Tot. rec.per c.m.	$.285	$.268	$.256	$.263	.260
Op. ex. per c. m.	.186	.179	.175	.179	.170

Balance Sheet.—Dated Sept. 30, June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.......	$411,291	$411,264	$411,747	$417,491	$431,158
" equipment..	93,975	93,208	94,256	94,293	98,367
Other per. invest...	10,000	10,000	36,615	35,966	35,966
Real estate.........	448	23,290			
Accounts receivable	299	1,046	885	701	427
Cash on hand......	803	1,398	142	3,107	9,772
Other assets........	36,511	12,797		250	250
Total..........	$553,327	$553,003	$543,645	$551,808	$575,940
LIABILITIES.					
Capital stock.......	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt........	265,000	265,000	265,000	265,000	300,000
Unfunded debt.....	17,000	23,000		17,000	
Accounts payable..	3,063	1,760	18,437	8,952	9,483
Other liabilities....	1,703	13,243		3,312	4,290
Profit & loss (surp.).	16,561		10,208	7,544	12,167
Total..........	$553,327	$553,003	$543,645	$551,808	$575,940

Plant and Equipment.—Miles of track (electric), 12.46; gauge. 4 ft. 8½ in.; 48 lb. to 60 lb. T and 90 lb. girder rail; 2 horse cars, 35 motor cars and 2 trail cars; Greene engines, Gen. Elec. dynamos and motors, Newburyport cars, Bemis, Peckham and Brill trucks.

Officers.—Pres. Billings P. Learned, Sec. Supt. & Pur. Agt. W. L. Adams, Treas. W. A. Tucker, Elecn. H. Myers.

Directors.—Billings P. Learned, Costello Lippitt, W. A. Tucker, W. A. Briscoe, Walter C. Noyes, S. B. Meech, Asa Backus.

General Office, Norwich, Conn. Treasurer's office, 53 State St., Boston.

Date of information, Mar., 1901. z

NORWOOD, MASS.

Population in 1880, 2,345, in 1890, 3,733, in 1900, 5,480.

Norwood, Canton & Sharon Street Railway Co.—Chartered Mar. 15, 1900, to build an electric railway in Westwood, Norwood, Canton and Sharon, but the road is not yet in operation.

Capital Stock, authorized and issued, $62,500; par value, $100 per share.

Officers.—Pres. William O. Faxon, Sec. Thomas E. Clary, Treas. John F. Perry, P. O. Box 2,772, Boston.

Directors.—William O. Faxon, Stoughton; Thomas E. Clary, Norwood; John F. Perry, Henry N. Bates, Amos H. Brainard, Hyde Park; Warren Hunt, Rockland; Albert B. Stearns, Jamaica Plains.

General Office, Norwood, Mass.

Date of information, Jan., 1901. b

NYACK, N. Y.

Population in 1880, 3,881, in 1890, 4,111, in 1900, 4,275.

Nyack Traction Co.—Chartered Jan. 1, 1895. This company was reorganized in Oct., 1898, to construct an electric railway from Sparkill to Upper Nyack. Annual meeting first Monday in Jan. The company has secured the necessary franchises, and the road is now being constructed. In May, 1900, it was reported that R. S. Harvey had been appointed receiver.

Capital Stock, authorized and issued, $75,000; to be increased to $150,000.

Contemplated Plant and Equipment.—Miles of track (electric), 7.

Officers.—Pres. H. C. Howard, Media, Pa.; Sec. Man. & Engr. G. D. Howell, Philadelphia, Pa.; Treas. & Pur. Agt. E. F. Walker, Philadelphia, Pa.

Date of information, Dec., 1900. b x

OAKLAND, CAL.

Population in 1880, 34,555, in 1890, 48,682, in 1900, 66,690.

Oakland Transit Co.—Chartered in Mar., 1898. This is a consolidation of the Oakland Consolidated Street Ry. Co., the Central Avenue Ry. Co., the Alameda, Oakland & Piedmont Electric R. R. Co., the Piedmont & Mountain View Ry. Co., the East Oakland Street Ry. Co., the California Ry. and the Highland Park & Fruitvale Railroad. On Feb. 20, 1901, this company purchased a controlling interest in the Oakland R. R. Co.

Capital Stock, authorized, $5,000,000, issued, $4,839,000.

Funded Debt, authorized, $1,400,000.

The underlying bonds of the constituent companies amounted to $891,000, but these have all been retired with the exception of $51,000, to retire which a sufficient amount of Oakland Transit Co.'s bonds are held in escrow.

Plant and Equipment.—Miles of track (electric), 80; gauge, 3 ft. 6 in., and 4 ft. 8½ in.; 40 lb. and 60 lb. T and girder rail; 123 cars, of which 82 are motor cars, 17 grip cars, 9 trail cars, and 15 freight cars; Corliss, Buckeye and Ball engines, Gen. Elec. Bullock & Walker dynamos and motors; Ingler & Atkinson, Carter Bros., Pullman, Hammond, and Stockton cars.

Officers.—Pres. E. A. Heron, V. Pres. W. H. Martin, Sec. F. W. Frost, Treas. F. C. Havens, Gen. Man. W. F. Kelly, Supt. J. P. Potter, Pur. Agt. J. C. Winans, (San Francisco,) Ch. Engr. & Elecn. John Q. Brown, Ch. Engr. Power Station, F. W. Nelson.

Directors.—E. A. Heron, W. H. Martin, F. C. Havens, W. F. Kelly, J. C. Winans, Samuel J. Taylor, F. M. Smith.

General Office, 510 12th St., Oakland, Cal.

References.—Oakland Consolidated Street Ry. Co.—Description of road, Vol. IX, July, '93, p. 454, (ill.) Piedmont & Mountain View Ry. Co.—Description of road, Vol. IX, July, '93, p. 457; description of const., Vol. VI, Dec., '90, p. 583 (ill.); receivership, Vol. IX, Dec., '93, p. 841. East Oakland Street Ry. Co.—Short description of road, Vol. IX, July, '93, p. 461. Highland Park & Fruit Vale R. R.—Description of road, Vol. IX, July, '93, p. 458 (ill.); operating detail, Vol. XII, Sept. '96, p. 528 (ill.).

Date of information, Feb., 1901. z

Oakland, San Leandro & Haywards Railway, Consolidated.—Chartered May 8, 1894, for 50 years. Annual meeting third Saturday in July. This is a consolidation (May 8, 1894), of the Oakland, San Leandro & Haywards Electric Ry. and the Twenty-third Avenue Electric Ry.

CAPITAL STOCK, authorized, $1,000,000, issued, $900,000, paid in, $237,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Mar. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at Union National Bank of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco.

Twenty-third Ave. Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated March 15, 1893, due Mar. 1, 1923; denom. $1,000; int. payable Mar. 15 and Sept. 15, at the Union National Bank, of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco. These bonds are guaranteed by the Oakland, San Leandro & Haywards Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, 28.89; operated by electricity, 27.18, by horses, 1.7; gauge, 3 ft. 6 in.; 35 lb. and 45 lb. girder and T rail; 39 cars, of which 2 are horse cars, 31 motor cars and 6 trail cars; Ball and McI. & S. engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Carter cars, Brill trucks.

OFFICERS.—Pres. H. W. Meek, V. Pres. W. J. Landers, Sec. Samuel B. McLenegan, Treas. C. E. Palmer, Supt. Pur. Agt. & Elecn. C. Gustafson, Ch. Engr. of Power Station G. Birkenshaw.

DIRECTORS.—H. W. Meek, Wm. J. Landers, E. B. Stone, W. E. Meek and A. L. Stone.

GENERAL OFFICE, 406 13th St., Oakland, Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 459 (ill.).

Date of information, Feb., 1901. z

Oakland Railroad Co.—Chartered Jan. 27, 1888. This road was formerly a cable road but has been reconstructed for electric operation throughout. On Feb. 20, 1901, control of this company was purchased by the Oakland Transit Co.

CAPITAL STOCK, authorized, $2,500,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, issued, $125,000; due, 1903.

PLANT AND EQUIPMENT.—Miles of track, (electric), 23; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 40 motor cars; Gen. Elec. dynamos and West. motors.

OFFICERS.—V. Pres. H. E. Huntington, Sec. J. R. Folsom, Supt. Milton M. Martin, Ch. Engr. L. D. Norton.

SECRETARY'S OFFICE, Crocker Bldg., San Francisco, Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 456 (ill.).

Date of information, Feb., 1901. z

OCEAN CITY, N. J.

Ocean City Electric Railroad Co.—In Dec., 1900, this property was acquired by Henry D. Moore.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, $35,000.

PLANT AND EQUIPMENT.—Miles of track, 7; 11 motor cars; 300 H. P. generators.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Ezra B. Lake, Sec. S. Wesley Lake, Treas. G. E. Palen, Supt. H. H. Lake, Ch. Engr. Charles Watson, Elecn. H. Kalbach.

GENERAL OFFICE, 601 Asbury Ave., Ocean City, N. J.

Date of information, Feb., 1901. b z

OGDEN, UTAH.

Population in 1880, 6,069, in 1890, 14,889, in 1895, 15,828, in 1900, 17,530.

Ogden Rapid Transit Co.—Chartered May, 1900, for 25 years as a reorganization of the Ogden Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 30 lb. steel T rail; 10 motor cars and 4 trail cars; 1 dummy engine; Fraser & Chalmers engines, Edison generators, Gen. Elec. and West. motors, Barney & Smith cars.

OFFICERS.—Pres. Thomas D. Dee, V. Pres. E. M. Allison, Jr., Sec. Geo. H. Matson, Treas. H. H. Spencer, Supt. N. C. Flygare, Ch. Engr. E. B. Skinner, Elecn. R. R. Dorland.

DIRECTORS.—David Eccles, Thomas D. Dee, H. H. Spencer, N. C. Flygare, E. M. Allison, Jr., W. J. F. Volker, C. Kircher.

GENERAL OFFICE, 2382 Washington Ave., Ogden, Utah.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 244 (ill.).

Date of information, Feb., 1901. z

OGDENSBURG, N. Y.

Population in 1880, 10,341, in 1890, 11,667, in 1900, 12,633.

Ogdensburg Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, issued, $150,000; dated Sept. 2, 1895, due 1925; int. payable Mar. and Sept.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$16,774	$19,698	$20,809	$22,293
Operating expenses	8,932	10,623	11,774	14,547
Earnings from operation	7,842	9.075	9,035	7,746
Deduction from earnings	6,933	6,916	7,437	9,432
Net income	908	2,159	1,598	*1,686
Total surplus account	*2;055	104	1,702	16

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$1,859	$ 2,810	$ 3,522	$ 3,916
Transportation expenses	6,331	6,682	7,090	9,276
Maintenance of way and buildings.	330	682	218	756
" " equipment	412	449	944	599
Total	$8,932	$10.623	$11,774	$14,647

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	333,781	391,238	413,333	442,755
Car miles run	216,144	216,144	248,668	318,482
Total receipts per car mile	$.078	$.091	$.083	$.070
Operating expenses per car mile	.041	.049	.047	.045

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road " equipment	$258,500	$258,500	$275,000	$300,000
Cash assets	908	3,068	5,052	5,324
Material and supplies	450	100		
Profit and loss (deficit)	2,055			
Total	$261,914	$261,668	$280,052	$305,324
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt	108,500	108,500	125,000	150,000
Current liabilities	3,413	3,064	3,350	5,308
Profit and loss (surplus)		104	1,702	16
Total	$261,914	$261,668	$280,052	$305,324

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 motor cars and 1 trail car; West. engines, West. dynamos and motors, American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. H. A. Sage, Easton, Pa.; V. Pres. J. F. Dolan, Sec. H. W. Cooley, Easton Pa.; Supt. Louis Richter, Ogdensburg, N. Y.; Elecn. T. Shively, Ch. Engr. of Power Station T. J. Williams.

DIRECTORS.—E. A. Newell, Robt. E. Waterman, John M. Kellogg, Ogdensburg, N. Y.; H. A. Sage, H. A. Sage, Jr., H. Green, Easton, Pa.; J. F. Dolan, of Elizabeth, N. J.

GENERAL OFFICE, Ogdensburg, N. Y.

Date of information, Mar., 1901. z

OIL CITY, PA.

Population in 1880, 7,315, in 1890, 10,932, in 1900 (local estimate), 14,200.

Oil City Street Railway Co.—Organized June 25, 1889. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $90,000.

FUNDED DEBT, authorized and issued, $25,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$19,978	$28,315	$30,237	$34,611	$40,710
Operating expenses	20,732	28,898	39,408	41,298	42,193
Deficit from operation	754	583	9,171	6.687	1,483
Taxes		590	325	862	1,464
Rentals				2,055	1,304
Deficit				9,604	4,251

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$ 68,656	$ 68,846	$ 68,846	$ 68,846
Cost of equipment	30,703	28,991	29,534	38,101
Other perm'nt invest's	22,500	20,000	22,812	13,333
Cash and current assets	3,598	7,088	1,425	16,289
Profit and loss (deficit)	9,387	18,883	20,488	32,740
Total	$134,844	$143,808	$151,105	$169,309

LIABILITIES.	1897.	1898.	1899.	1800.
Capital stock	$ 90,000	$ 90,000	$ 90,000	$ 90,000
Funded debt	25,000	25,000	25,000	25,000
Current liabilities	19,844	28,808	36,105	54,309
Other liabilities				
Total	$134,844	$143,808	$151,105	$169,309

PLANT AND EQUIPMENT.—Miles of track (electric), 7.63; gauge, 4 ft. 8½ in.; 57 lb. girder and T rail; 20 motor cars; Harrisburg Foundry engines, Curtis and West. motors, New Castle cars.

OFFICERS.—Pres. & Gen. Man. J. B. Smithman, Sec. J. H. Crum, Treas. W. J. Gealy, Supt. J. H. Forbush, Elecn. Wilbur M. Jones.

DIRECTORS.—J. B. Smithman, W. J. Gealy, L. M. Davison, N. H. Brown, A. F. Smithman.

Date of information, Feb., 1901. b

OKLAHOMA CITY, I. T.

Oklahoma City Land & Electric Railway Co.—Chartered June 8, 1900. This company proposes to construct 5 miles of electric railway in Oklahoma City.

CAPITAL STOCK, authorized and issued $200,000; par value, $50 per share.

OFFICERS.—Pres. J. M. Lindsey, V. Pres. S. H. Baird, Sec. G. R. Stone, Atty. J. H. Everett, Gen. Man. George C. Kelly.

DIRECTORS.—J. M. Lindsey, Gainesville, Tex.; S. H. Baird, G. R. Stone, J. H. Everett, George C. Kelly, Oklahoma City; J. W. Phillips, Ardmore, I. T.

ADDRESS.—George C. Kelly, Oklahoma City, I. T.

Date of information, Sept., 1900. x

OLEAN, N. Y.

Population in 1880, 3,036, in 1890, 7,358, in 1900, 9,462.

Olean Street Railway Co.—Chartered Mar. 1, 1880. Annual meeting first Tuesday in Sept. This property has recently changed hands and the new owners state that no complete operating report for the year ending June 30, 1898, can be made from the records that came into their possession.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds authorized and issued, $225,000; dated Nov. 1, 1899, due 1929; int. payable Mar. and Nov., at office of Fidelity Trust & Guaranty Co., of Buffalo, N. Y., trustee of mortgage.

Second mortgage 5 p. c. gold bonds, authorized and issued $60,000; dated Nov. 1, 1899, due 1929; int. payable Mar. and Nov., at office of Fidelity Trust & Guaranty Co., of Buffalo, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	†1898.	1899.	1900.
Gross receipts	$27,789	$26,180	$34,977	$45,485	$48,700
Operating expenses	18,763	19,442		24,810	25,703
Earnings from oper.	9,026	6,738		20,675	22,997
Deduc. from earnings.	6,026	6,433		17,210	22,612
Net income	3,000	305		3,465	385
Total surplus account.	*22,359	*22,664	*26,382	*22,917	

*Deficit.

†See opening paragraph.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1899.	1900.
Revenue passengers carried	408,825	340,249	895,665	1,084,153
Transfer " "			99,622	
Car miles run	117,530	118,720	304,046	303,912
Gross receipts per car mile	$.237	$.221	$.149	$.160
Operating exp. per car mile	.160	.164	.081	.085

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1899.	1900.
Cost of road	$ 85,643	$ 92,370	$113,990	$538,657	$513,338
" equipment	26,301	28,819	28,877	69,577	69,662
Cash assets	3,511	2,462	523	863	113
Other assets	4,963	9,535	15,734		1,339
Total	$120,419	$133,186	$159,124	$609,097	$584,452
LIABILITIES.					
Capital stock	$ 15,000	$ 15,500	$ 15,500	$299,500	$300,000
Funded debt	67,000	75,000	95,000	279,000	283,000
Interest	2,010	2,250	2,250		
Bills payable	15,809	16,868	13,995		
Other liabilities	1,239	1,209	9,715	7,680	1,067
Profit & loss (surp.)	19,360	22,359	22,664	22,917	385
Total	$120,419	$133,186	$159,124	$609,097	$584,452

PLANT AND EQUIPMENT.—Miles of track (electric), 13.33; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars.

OFFICERS.—Pres. Wilson R. Page, V. Pres. W. E. Wheeler, Sec. & Supt. I. W. Miller, Treas. Wilson R. Page.

DIRECTORS.—Thos. Gilligan, J. F. Johnson, M. L. Lee, F. L. Eaton, W. R. Page, I. W. Miller, W. E. Wheeler, Olean, N. Y.; Clare Willard, Edward Torrey, Alleghany, N. Y.

GENERAL OFFICE, Olean, N. Y.

Date of information, Mar., 1901. z

OLYMPIA, WASH.

Population in 1880, 1,232, in 1890, 4,698.

Light & Power Co. of Olympia.—This is a reorganization of the Olympia Light & Power Co.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Edison and West. generators and West. motors, Brill cars; water power.

OFFICERS.—Gen. Man. & Pur. Agt. L. B. Faulkner, Supt. & Elecn. H. C. Ranft, Ch. Engr. of Power Station F. M. Cooper.

GENERAL OFFICE, 518 Main St., Olympia, Wash.

Date of information, Dec., 1900. z

OMAHA, NEB.

The population in 1880, 30,518, in 1890, 140,452, in 1900, 102,555. In 1900 it was estimated that there were 200,000 people living within 6 miles of the Union Depot.

Omaha Street Railway Co.—Chartered Jan. 1, 1889. This is a consolidation of the Omaha Horse Ry. Co., the Omaha Motor Co. and the Omaha Cable Tramway Co. In Sept., 1900, this company purchased the Benson Ry. Co., of Benson, Neb., 2 miles in length.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,250,000, in treasury, $250,000; coupon, but may be registered; dated May 1, 1889, due 1914; denom. $1,000; int. payable May and Nov. at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The unissued first mortgage bonds now in the treasury may be issued for construction and betterments.

Balance Sheet.—The company has no floating debt outside of current expenditures.

Plant and Equipment.—Miles of track (electric), 80; gauge, 4 ft. 8½ in.; 73 lb. girder rail; 303 cars, of which 152 are motor cars, 22 grip cars and 29 trail cars; Allis, Wright and West. engines, West. and Gen. Elec. dynamos and motors, American, Pullman, Jones and Stephenson cars.

Officers.—Pres. Frank Murphy, V. Pres. Guy C. Barton, Sec. D. H. Goodrich, Treas. W. W. Marsh, Gen. Man. W. A. Smith, Supt. & Pur. Agt. F. A. Tucker, Elecn. O. Stiles.

Directors.—Frank Murphy, Guy C. Barton, W. W. Marsh, W. A. Smith, J. J. Brown, W. V. Morse, S. D. Mercer, E. W. Nash, B. F. Smith.

General Office, 20th and Harney Sts., Omaha, Neb.

References.—Description of road, Vol. VI, Mar., '90, p. 114 (ill.). Vol. VIII, Feb., '92, p. 63; Vol. IX, Feb., '93, p. 106 (ill.).

Date of information, Feb., 1901. z

East Omaha Street Railway Co.—Chartered Apr. 18, 1893. This company owns exclusive and valuable franchises in East Omaha, which expire in 1919, and exclusive rights on the Omaha Bridge leading to Council Bluffs, Ia. In 1899 this company was consolidated with the Omaha, Council Bluffs & Suburban Ry. Co. of Council Bluffs, Ia.

Date of information, Jan., 1901. z

Metropolitan Cable Ry. Co.—This is a suburban road connecting with the Omaha Street Ry. Co. by transfer, but operated independently.

Plant and Equipment.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; Detroit and Sprague motors; power is furnished by the Omaha Street Ry. Co. under special arrangement.

Officers.—Pres. J. N. H. Patrick, Sec. R. W. Patrick, Treas. W. L. Selby.

Executive Committee.—W. L. Selby, John H. Harte. This committee has entire charge of the operation of the road.

Date of information, Feb., 1901. z

ONEIDA, N. Y.

Population in 1880, 3,934, in 1890, 6,083, in 1900, 6,364.

Oneida Railway Co.—Charter and municipal franchise granted May 14, 1885, for 50 years. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $15,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $10,000; dated Jan. 1, 1899, due 1909.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$4,527	$3,912	$3,722	$3,765	$3,711
Operating expenses	3,720	3,790	2,975	2,975	3,353
Earnings from operation	808	122	747	790	358
Deductions from earnings	560	204	421	673	594
Net income	248	*82	326	117	*236
Dividends paid	300				
To surplus account	*52		326	117	
Charged to profit and loss				483	†200
Total surplus account	2,474	*8	318	*49	*84
P. c. op. exp. to total receipts	82.2	96.9	80.0	79.0	90.3

*Deficit. †Credit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	95,224	85,034	78,908	79,615	78,660
Car miles run	40,800	42,800	42,800	42,808	42,800
Gross receipts per car mile	$.110	$.099	$.087	$.089	$.086
Oper. expenses per car mile	.091	.081	.069	.065	.078

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$11,928	$13,946	$13,946	$13,946	$13,946
" equipment	5,513	3,103	3,103	2,619	2,619
Improvements					8,200
Real estate	125				
Cash and current assets	1,108		269	8,586	151
Profit and loss (deficit)		8		49	84
Total	$18,674	$17,057	$17,318	$25,200	$25,000
LIABILITIES.					
Capital stock	$13,500	$13,500	$13,500	$15,000	$15,000
Funded debt	2,700	3,557	3,500	10,000	10,000
Interest				200	
Profit and loss (surplus)	2,474		318		
Total	$18,674	$17,057	$17,318	$25,200	$25,000

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 47 lb. center bearing rail; 7 horses, 3 cars; Stephenson cars.

OFFICERS.—Pres. W. E. Northrup, V. Pres. John J. Hodge, Sec. Treas. Gen. Man. & Pur. Agt. H. C. Stone, Supt. G. Leggett.

DIRECTORS.—John J. Hodge, Seymour Harvey, W. E. Northrup, E. E. Coon, P. D. Cheney, H. C. Stone, W. H. Stone, R. A. Hill. R. B. Downing, all of Oneida, N. Y.

GENERAL OFFICE, Oneida, N. Y.

Date of information, Feb., 1901. z

ONEONTA, N. Y.

Population in 1880, 4,461, in 1890, 6,272, in 1900, 7,147.

Oneonta, Cooperstown & Richfield Springs Railway Co.—In effect as to operation Dec, 10, 1900, as the successor to the Oneonta & Otego Valley R. R. Co., which was chartered July 30, 1897. Annual meeting Jan. 11, each year, which corporation is not otherwise changed. Operation by electricity was commenced Aug. 22, 1898.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—Oneonta & Otego Valley R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued *$100,000; dated Oct. 1, 1897, due 1927; denom. $1,000; int. payable Apr. and Oct.

*Bonds issued and held by contractor for building road.

OPERATION—Year ending June 30,	1898.	1899.	1900.
Gross receipts	$956	$8,533	$13,592
Operating expenses	1,019	10,378	15,513
Deficit from operation	63	1,845	1,561
Taxes	55	20	497
Deficit	118	1,865	2,058
Total deficit	17,077	18,942	3,924

BALANCE SHEET.—Dated June 30,

ASSETS	1898.	1899.	1900.
Cost of road and equipment	$117,161	$128,033	$231,820
Current assets	61,133	1,476	230
Profit and loss (deficit)	118	1,865	3,924
Total	$178,412	$131,374	$235,974
LIABILITIES.	**1898.**	**1899.**	**1900.**
Capital stock	$100,000	$100,000	$100,000
Funded debt			100,000
Current liabilities	8,957	374	
Dividends unpaid	69,455	31,000	33,398
Accounts payable			2,576
Total	$178,412	$131,374	$235,974

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75, gauge 4 ft. 8½ in.; 60 lb. and 90 lb. T and girder rail; 6 motor cars and 4 trail cars.

OFFICERS.—Pres. Pierre S. duPont, Lorain, O.; Sec. S. B. Gardnet, Treas. Herbert T. Jennings, Supt. W. D. Mac Questen.

DIRECTORS.—Pierre S. duPont, Lorain, O.; H.T. Jennings, D.T. Evarts, C. A. White, N. Y. City; J. H. Newby, Mount Vernon, N. Y.; W. D. Mac Questen, A. D. Getman, S. B. Gardner, D. W. Miller, Oneonta, N. Y.

GENERAL OFFICE, Oneonta, N. Y.

Date of information, Dec., 1900. b

ONTARIO, CAL.

Population in 1894 (local estimates), 2,500; in 1900 (local estimates), 4,000.

Ontario & San Antonio Heights Railway Co.—Chartered Sept. 8, 1888. On Feb. 15, 1895, parties interested in this property authorized the Ontario Electric Co. to supply the town with light, heat and power, and to equip the Ontario & San Antonio Heights Ry. with electricity. The light company owns water powers.

CAPITAL STOCK, authorized and issued, $150,000, par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.15; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stockton cars

OFFICERS.—Pres. ———, V. Pres. & Gen. Man. C. Frankish, Sec. F. B. Stamm, Treas. Ontario State Bank, Supt. & Elecn. E. Richardson, San Antonio.

DIRECTORS.—John Jenkins, E. Jenkins, D. Elcoat, G. T. Stamm, F. B. Stamm, R. M. Frankish, Charles Frankish.

GENERAL OFFICE, Ontario, Cal.

Date of information, Jan., 1901. z

OPELIKA, ALA.

Population in 1880, 3,245, in 1890, 3,703, in 1899, 4,245.

Opelika & Auburn Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; 5 motor cars.

OFFICERS.—Pres. M. E. Gray, Columbus, Ga.; Sec. C. I. Daughtry, Treas. A. H. Slaughter, Gen. Man., John L. Cowan.

GENERAL OFFICE, Opelika, Ala.

Date of information, Jan., 1901. d

ORANGE, MASS.

Population, in 1880, 3,169; in 1890, 4,568; in 1900, 5,520.

Orange & Irving Street Railway Co.—This company proposes to construct an electric railway connecting Orange and Miller's Falls, about 15 miles, with power house located at Miller's Falls. Contracts have been let.

CAPITAL STOCK, $150,000.

OFFICERS.—Pres. John W. Wheeler, V. Pres. D. E. Farley, Sec. George E. Monroe.

GENERAL OFFICE, Miller's Falls, Mass.

Date of information, Dec., 1900. x

ORANGE, N. J.

Population in 1880, 13,217, in 1890, 18,844, in 1900, 24,121.

Orange & Passaic Valley Railway Co.—Chartered in 1898 as the successor to the Suburban Traction Co, which was chartered Apr. 13, 1893, in perpetuity, and whose property was sold at foreclosure sale on Aug. 26, 1898. This company is now operated in connection with the North Jersey Street Ry. Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $50,000.

FUNDED DEBT.—General mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, 590,000; dated Dec. 1, 1898, due 1948; denom. $1,000; int. payable June and Dec. at office of New Jersey Title Guarantee & Trust Co., of Jersey City, trustee of mortgage.

Orange & Bloomfield Crosstown Ry. Co.'s first mortgage bonds, $60,000.

Suburban Traction Co's. consolidated mortgage 5 p. c. bonds, $150,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec.; trustee of mortgage, American Loan & Trust Co., of Boston.

The following is the report of the Suburban Traction Co., for the years 1894, 1895, 1896 and 1897, and to Aug. 26, 1898, and of the Orange & Passaic Valley Ry. Co. since that time:

OPERATION.—Year ending Dec. 31.

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$68,247	$60,679	$62,249	$64,215	$76,850
Operating expenses	67,998	61,503	52,159	40,311	40,124
Earnings from oper.	249	* 824	10,090	23,904	36,726

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. chair, T and girder rail; 22 motor cars; Ball and West. engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Chas. A. Sterling, V. Pres. David Young, Sec. & Treas. W. G. Shailer.

GENERAL OFFICE, Orange, N. J.

Date of information, Feb., 1901. b x

Orange Mountain Traction Co.—This company suspended operation in Nov. '96, but the property was sold to a new syndicate on Jan. 8, 1898, and operation resumed on Apr. 9, 1898.

CAPITAL STOCK, authorized, $150,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$41,624, secured by two bonds and mortgage, secured by real estate. Interest on these paid promptly, but no dividends have been declared, for all profits are put into improvements.

OPERATION.—Period, from Apr. 9, 1898, to	Dec. 31, 1898.	Year ending Dec. 31, 1899.
Receipts from passengers	$ 9,709	$9,330
" " other sources	2,203	4,101
" total	11,912	13,431
Operating expenses	10,929	6,866
Earnings from operation	983	6,565
Interest on mortgages		2,074
Taxes		634
Net income		3,857

PLANT AND EQUIPMENT.—Miles of track (cable incline), 1.5; gauge 8 ft.; 56 lb. m. p. rail; 2 cars; Roebling engines, Bloomsburg cars.

OFFICERS.—Pres. & Gen. Man. Frank Brewer, Sec. & Treas. E. W. Jackson.

DIRECTORS.—Frank Brewer, Orange Valley, N. J.; A. F. Skinner, Nutley, N. J.; Edward Jackson, Belleville, N. J.; D. D. Sutphen, James R. Williston, New York.

GENERAL OFFICE, Highland Park, West Orange, N. J.

REFERENCE.—Description of road, Vol. IX, Jan., '93, p. 8 (ill.).

Date of information, Feb., 1901. d

South Orange & Maplewood Traction Co.—This company operates under lease, the property of the South Orange & Maplewood Street Ry. Co. and the road is connected at West Orange with the Watchung branch of the N. Y. & Greenwood Lake (Erie) R. R.

CAPITAL STOCK, authorized, $100,000, issued, $25,000.

FUNDED DEBT.—None.

OPERATION.—Of the South Orange & Maplewood Street Ry. Co.

for year ending Dec. 31,	1896.	1897.	1898.	1899.	1900.
Gross receipts	$5,989	$5,026	$15,066	$18,433	$19,864
Operating expenses	2,700	6,683	12,369	22,154	19,536
Earnings from operation.	3,289	*1,657	2,697	*3,721	328

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.4; gauge, 4 ft. 8½ in.; 56 lb. and 80 lb. T and girder rail; 5 motor cars, 1 snow sweeper, 1 Taunton locomotive; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Edward D. Page, 60 Worth St., N. Y. City; Sec. M. K. Page, Treas. John O'Rourke, Supt. Oliver Steepy.

DIRECTORS.—Edward D. Page, Helen B. Page, Marie K. Page, John O'Rourke, John O'Heald.

GENERAL OFFICE, Valley and Forest Sts., West Orange, N. J. P. O. Address, Orange Valley, N. J.

Date of information, Feb., 1901. z

ORANGEBURG, S. C.

Population in 1880, 2,140, in 1890, 2,964, in 1900 (local estimate), 3,650.

Orangeburg City Street Railway Co.

CAPITAL STOCK, authorized, $25,000, issued $12,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 horses, 6 Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. W. H. Dukes, V. Pres. N. H. Bull, Sec. & Treas. B. H. Moss.

GENERAL OFFICE, Orangeburg, S. C.

Date of information, Feb., 1901. d

OSHAWA, ONT.

Population in 1891, 3,185, in 1900, 5,000.

The Oshawa Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT, authorized and issued, $88,452.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 63 lb. T rail; 8 motor cars; Robb engines, West. dynamos and motors, Rathbun and Ahearn & Soper cars.

OFFICERS.—Pres. & Treas. ——— ———, V. Pres. Warren Y. Soper, Sec. G. W. Wright, Gen. Man. R. C. Carter, Supt. W. P. Stericker, Ch. Engr. M. J. Butler, Ch. Engr. of PowerStation W. S. Rose.

GENERAL OFFICE, Oshawa, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51.

Date of information, Feb., 1901. z

OSHKOSH, WIS.

Population in 1880, 15,748, in 1890, 22,836, in 1900, 28,284.

Winnebago Traction Co.—This company is a reorganization of the Citizens Traction Co , of Oshkosh, which was chartered in Jan., 1897, for 35 years. New company operates the railway and an amusement park of 15 acres in Oshkosh and an interurban line extending to Neenah and Menasha, Wis.

CAPITAL STOCK, authorized and issued, $650,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $550,000, coupon, but may be registered; dated Apr. 1, 1900, due 1930; denom. $1,000, subject to call at 110 upon six weeks notice; int. payable Apr. and Oct., at office of Trust Co. of America, in N. Y. City, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 30; 60 lb. T rail; 24 motor cars; Hamilton-Corliss engines. Gen. Elec. dynamos, Babcock & Wilcox boilers, Wheeler heater, Worthington pumps.

OFFICERS.—Pres. Emerson McMillin, New York; V. Pres. & Gen. Man. E. E. Downs, Sec. F. W. Douthirt, Treas. May Rothermel, Ch. Engr. J. Davey.

GENERAL OFFICE, Oshkosh, Wis.

REFERENCE.—Description of road (brief), Vol. XIII, Apr., '97, p. 244.

Date of information, Feb., 1901. x

OSKALOOSA, IA.

Population in 1880, 4,568, in 1890, 6,558, in 1900 (local estimates), 10,000.

Oskaloosa Street Railway & Land Co.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft.; 16 lb. to 50 lb. T, girder and tram rail; 14 horses, 4 horse cars; Minneapolis and St. Louis cars.

OFFICERS.—Pres. W. M. Peatman, Sec. C. Winter, Treas. W. G. Clark, Supt. J. M. Powell.

GENERAL OFFICE, 100 High Ave. West.,Oskaloosa, Ia.

Date of information, Feb., 1901. z

OSWEGO, N. Y.

Population in 1880, 21,116, in 1890, 21,842, in 1900, 22,365.

Oswego Traction Co.—Chartered June 1, 1899. Annual meeting June 14, each year. This company is the successor to the Lake Ontario & Riverside Railway Co. which, on Mar. 12, 1896, effected a consolidation of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co. On Oct. 3, 1896, the property was placed in the hands of F. H. Tidman as receiver. On Apr. 15, 1899, the property of the Lake Ontario & Riverside Ry. Co. was sold at sheriff's sale, the Oswego Street Ry. being sold to a committee of the bondholders, who formed the new company which, on Feb. 1, 1900, took possession of the property; and the Fulton & Oswego Falls Street Ry. was sold separately, subject to first mortgage bonds, and on Feb. 1, 1900, commenced operation as a separate company, the receiver being relieved from further operation of the properties on that date, and being discharged by the court on June 30, 1900.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT, authorized, $300,000, issued, $288,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued $97,000; dated June 1, 1899, due 1929; int. payable June and Dec.

Second mortgage 3 p. c. gold bonds, authorized $200,000, issued, $191,000; coupon, but may be registered; dated June 1, 1899, due 1929; int. payable Mar. and Sept.

Operation.—The following report is the combined operating report of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co., to Mar. 12, 1896. From Mar. 12, 1896, the report is for the Lake Ontario & Riverside Ry. Co. For 1900 the report is made of the combined figures of the receiver from July 1, 1899, to Jan. 31, and the new company to June 30.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Gross receipts........	$27,101	$21,099	$22,965	$26,396	$33,167
Operating expenses....	23,803	22,546	†27,909	38,469	33,452
Earnings from oper....	3,297	*1,447	*4,944	*12,072	*285
Deductions from earn ..	10,862	9,013	13,454	23,359	11,838
Net income	7,564	*10,460	*18,398	*35,431	*12,123
Total deficit...........		12,674	31,072	62,454	

* Deficit. † Including extraoruinary repairs on account of city sewers, improvements and legal expenses connected with receivership amounting to about $8,327. The ordinary operating expenses were therefore about $19,582.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried..............	421,980	521,080	643,024	777,322
Car miles run...................	191,625	255,500	314,718	337,334
Total receipts, per car mile......	$ 110	$.090	$.083	$.098
Operating expenses, per car mile.	.118	.109	.122	.099

The following is the balance sheet of the Lake Ontario & Riverside Ry. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road......	$627,307	$587,655	$597,626	$609,946	586,318
" equipment	1,048	28,496	42,356	47,852	
Cash & cur. as'ts..	981	20	281	369	2,188
P'ft & loss (deficit)	2,214	12,674	31,072	35,431	17,675
Total.........	$631,551	$628,845	$671,635	$693,598	$606,181
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt......	287,000	287,000	337,000	352,000	288,000
Interest	2,531	12,814	24,634	20,632	11,461
Loans............	35,974	29,032			
Other liabilities...	6,046		10,001	20,956	6,720
Total.........	$631,551	$628,845	$671,635	$693,588	$606,181

Plant and Equipment.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 45 lb. to 107 lb. T and girder rail; 12 motor cars and 10 trail cars; Gen. Elec. dynamos and motors, American and Brill cars; rent power.

Officers.—Pres. S. M. Coon, Sec. H. A. Jones, Treas. J. P. Doyle, Gen. Man. Frank Arnold.

Directors.—C. S. Shepard, New Haven, N. Y.; Chas. C. Crook, N. Y. City; D. B. Page, D. A. Williams, R. A. Downey, C. A. Tanner, M. B. Richardson, S. M. Coon, N. S. Bentley, J. P. Doyle.

General Office, Oswego, N. Y.

Date of information, Mar., 1901. z

OTTAWA, ILL.

Population in 1880, 7,834, in 1890, 9,985, in 1900, 10,588.

Ottawa Railway Light & Power Co.—This company was organized in Mar., 1899, and in July, 1899, purchased the properties and franchises of the Ottawa Street Ry. Co., which was chartered Dec. 31, 1896, for 20 years, and the Thomas Electric Lt. & Power Co. which owned a modern electric light and power plant.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $150,000; dated Apr. 1, 1899, due 1929; denom. $100 and $500; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. center-bearing rail; 18 cars, of which 11 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Pullman cars. Water power is used to generate electricity.

Officers.—Pres. F. S. Donnell, 45 Milk St., Boston, Mass.; Sec. M. F. Skinner, Treas. & Man. L. W. Hess, Supt. & Elecn. N. E. Yeutzen, Ch. Engr. J. Lanigan.

General Office, Ottawa, Ill.

Date of information, Feb., 1901. d

OTTAWA, ONT.

Population in 1881, 31,307, in 1891, 44,154, in 1895 (local estimates), 50,000, in 1900 (local estimates), 58,000.

The Ottawa Electric Railway Co.—This is a consolidation in June, 1894, of the Ottawa City Pass. Ry. Co. and the Ottawa Electric Street Ry. Co., Ltd. The company owns municipal franchises, dated Aug. 13, 1893, for 30 years. Annual meeting last Monday in Jan.

Capital Stock, authorized, $1,000,000, issued, $814,800. Dividends, 8 p. c. per annum, payable quarterly.

Funded Debt.—First mortgage 4 p. c. gold coupon bonds, authorized and issued, $500,000; dated July 5, 1897, due 1922; denom. $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Ottawa Trust & Deposit Co.

Dividends.—In 1892, 7 p. c.; annually since 1893, 8 p. c.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.....	$201,278	$206,969	$222,744	$252,390	$305,357
" other sources..	10,827	16,832	9,058	11,155	9,665
" total..........	212,106	223,802	231,802	263,545	315,022
Operating exp.(including all other expenses).	144,360	151,462	159,159	178,265	213,906
Net income............	67,746	72,340	72,643	85,280	101,116
Dividends paid........	65,184	65,184	65,184	65.184	65,184
Contingent account.....					18,000
To surplus account....	2,562	7,156	7,459	20,096	17,932
Total surplus account..	60,370	67,525	74,984	95,080	112,913
Per cent. exp. to total receipts............	68	67.7	68.6	67.6	67.9

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.	1900.
Passengers carried.	4,583,235	4,762,082	5,133,938	5,833,829	7,094.656
Mileage	1,538,836	1,626,820	1,741,881	1,934.609	2,238,704

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.	1900.
C'st rd., w'ter pr. real est.& eq..	$1,011,188	$1,103,018	$1,138,595	$1,312,812	$1,479,098
Cash assets....	53,272	56,914	9,671	4,642	3,923
Bills receivable.	10,200	12,302		1,942	2,391
Mat'l and sup...				3,573	6,629
Other assets....	7,773	13,689	78,814	4,465	4,136
Total......	$1,084,535	$1,173,621	$1,156,080	$1,327.434	$1,496,177
LIABILITIES.					
Capital stock ..	$ 814,800	$ 814,800	$ 814,800	$ 814.800	$ 814,800
Funded debt ..		250,00	250,000	310,000	500,000
Bills payable..	193,000	25,000		17,222	25,000
Other liabilities	70				27,168
Dividends.....	16,296	16,296	16,296	90,332	16,296
Pro. & l. (sur.).	60,370	67,525	74,984	95,08	112,913
Total......	$1,084,535	$1,173,621	$1,156.080	$1,327,434	$1,496,177

Plant and Equipment.—Miles of track (electric), 43; gauge, 4 ft. 8½ in.; 56 lb. to 72 lb. girder and T rail; 90 motor cars; 7 electric sweepers, 1 baggage car, 1 locomotive; 1800 h. p. station plant; West. dynamos, West and Ahearn & Soper motors, Patterson & Corbin and Ottawa cars, Brill, Taylor and Peckham trucks.

Officers.—Pres. T. Ahearn, V. Pres. Peter Whelen, Sec. & Treas. J. D. Fraser, Supt. J. E. Hutcheson.

Directors.—Warren Y. Soper, T. Ahearn, G. P. Brophy, P. Whelen, Thos. Workman, A. Lumsden, George A. Cox.

General Office, 337 Albert St., Ottawa, Can.

References.—Description of road, Vol. IX, June, '93, p. 363; increase of stock, Vol. X, Dec., '94, p. 814; description of road, Vol. XI, Souv., '95, p. 30 (ill.); description of car, Vol. XIII, Feb. '97, p. 96 (ill.); description of parks (brief), Vol. XIII, Mar. '97, p. 151; power station record (brief), Vol. XII, May '96, p. 289; new pleasure park, Vol. XIII, June, '97, pp. 347 and 370.

Date of information, Feb., 1901. z

OTTUMWA, IA.

Population in 1880, 9,004, in 1890, 14,001, in 1900, 18,197.

Ottumwa Electric & Steam Co.—Successor to the Ottumwa Electric Ry. Co. This company owns and operates the street railway, an arc and incandescent lighting plant, and a steam heating plant, which have been extensively rebuilt during the years 1899, 1900.

Capital Stock, authorized and issued, $350,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated July 1, 1898, due 1913; denom. $1,000; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 7½; gauge, 4 ft. 8½ in.; 60 lb. T rail; 15 motor cars; Ball and Allis engines, Gen.

Elec. alternating generators, West. motors, Pullman and St. Louis cars.

OFFICERS.—Pres. J. H. Merrill, Sec. J. B. Sax, Treas. J. W. Garner, Supt. H. H. Caughlan, Ch. Engr. W. Evans.

GENERAL OFFICE, 102 S. Market St., Ottumwa, Ia.

Date of information, Feb., 1901. z

OWENSBORO, KY.

Population in 1880, 6,231, in 1890, 9,837, in 1900, 13,189.

Owensboro City Railroad Co.—Chartered in 1886, for 50 years.

CAPITAL STOCK, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated 1888, due 1908; denom. $500; int. payable Jan. and July, at office of Louisville Banking Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, $100,000, issued, $75,000; dated Jan., 1, 1894, due 1917; denom. $500; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

NOTE.—$25,000 of the second mortgage bonds are held in escrow to retire first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 25 cars, of which 12 are motor cars and 13 trail cars; Harrisburg engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. W. E. Whiteley, Sec. R. A. Miller, Treas. J. H. Parish, Supt. R. H. Neely.

Date of information, Feb., 1901. x z

OWOSSO, MICH.

Population in 1890, 4,882, in 1900, 9,117.

Owosso & Corunna Electric Co.—This company is a consolidation, Feb. 1, 1898, of the Owosso & Corunna Traction Co., which was chartered 1895 for 30 years, and the Caledonia Electric Light & Power Co. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $120,000; due 1926; denom. $100; int. payable Jan. and July, at office of Fidelity Trust Co., of Philadelphia, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) 5.2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars.

OFFICERS.—Pres. Geo. H. Stevenson, Sec. & Treas. W. B. Stevenson, Gen. Man. & Pur. Agt. W. R. Benson, Supt. Fred, J. Stoddard. Elecn. Charles Yates.

GENERAL OFFICE, Owosso, Mich.

Date of information, Jan., 1901. d

PADUCAH, KY.

Population in 1880, 8,036, in 1890, 12,797, in 1900, 19,446.

Paducah Railway & Light Co.—This company is a consolidation in 1898 of the Paducah Street Railway Co., which was chartered 1887, for 30 years, from Mar., 1890. The new company owns the entire street railway and electric lighting plants of the city.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $400,000; held in escrow, $300,000; dated Sept. 1, 1898, due 1918, subject to call in 60 days at 105; int. payable Mar. and Sept., at office of American Trust & Savings Bank, of Chicago, Ill. trustee of mortgage.

NOTE.—By the terms of the mortgage, 3 p. c. per annum of the amount outstanding is to be passed to a sinking fund after July 1, 1903, and bonds may be called at 105 after 1908.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. to 60 lb. T rail; 25 motor cars and 16 trail cars; Ball engines, Gen. Elec. dynamos and motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. Geo. C. Thompson, V. Pres. Gen. Man. & Pur. Agt. George C. Wallace, Sec. T. J. Flournoy, Supt. A. S. Thompson, Elecn. & Supt. of Motive Power D. B. Simon.

DIRECTORS.—Geo. C. Thompson, Geo. C. Wallace, T. J. Flournoy, G. B. Caldwell, J. L. Friedman, W. F. Paxton.

REFERENCE.—Pleasure park, Vol. XIII, June '97, p. 346.

GENERAL OFFICE, 120 South 4th St., Paducah, Ky.

POWER STATION, Second Street.

Date of information, Feb., 1901. z

PALATKA, FLA.

Population in 1880, 1,616, in 1890, 3,039, in 1900 (local estimates), 6,000.

Palatka & Heights Street Railway Co.—Chartered Mar., 1888, for 50 years. Annual meeting Feb. 1. This property is now for sale.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft.; 30 lb. and 40 lb. center bearing and T rail; 3 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. Wm. P. Craig, Sec. Marcus Loab, Treas. E. S. Crill.

DIRECTORS.—Wm. P.Craig, Marcus Loab, E. S. Crill,W. C. Snow.

REFERENCES.—Description of road (very brief), Vol. VIII, Apr., '92, p. 206 (ill.).

Date of information, Feb., 1901. z

PALMER, MASS.

Population, in 1880, 5,504; in 1890, 6,520, in 1900, 7,801.

Palmer & Monson Street Railway Co.—Chartered May 10, 1897. Municipal franchise granted Nov. 1, 1897. This road commenced operation June 24, 1898.

CAPITAL STOCK, authorized and issued, $60,000 (see note).

NOTE.—In Dec., 1900 consent of the State Board of R. R. Commissioners was secured to increase the capital stock to $195,000, and to issue first mortgage 5 p. c. gold bonds to the amount of $195,000.

OPERATION.—Year ending Sept. 30,

	1899.	1900.
Receipts from passengers	$19,563	$35,707
" other sources	35	4,157
" total	19,598	39,774
Operating expenses	20,562	27,330
Earnings from operations	*964	12,444
Deductions from earnings.		
Interest	3,804	2,841
Taxes	145	1.187
Other deductions	642	4,420
Surplus	*5,555	3,996
Total surplus	5,622	288

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1899.	1900.
General expenses	$4,874	$3,940
Maintenance of road and buildings	1,973	1,565
" " equipment	73	1,773
Transportation expense	13,642	20,052
Total	$20,562	$27,330

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried	393,885	699,191
Car miles run	161,159	221,665
Total receipts per car mile	$.121	$.179
Operating expenses per car mile	.127	.123

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$65,938	$72,205	$277,411
" " equipment	6,397	25,792	53,046
Other permanent investments	6,873	7,700	58,741
Cash and current assets	149	4,851	3,239
Other assets	702	685	2,281
Profit and loss (deficit)	68	5,622	
Total	$80,127	$116,855	$394,718
LIABILITIES.			
Capital stock	$36,030	$60,000	$60,000
Current liabilities	44,097	56,855	334,430
Profit and loss (surplus)			288
Total	$80,127	$116,855	$394,718

PLANT AND EQUIPMENT.—Miles of track (electric), 20.07; gauge, 4 ft. 8½ in.; 56 lb. rail; 22 motor cars; rent power.

OFFICERS.—Pres. Chas. F. Grosvenor, V. Pres. E. G. Hastings, Sec. Andrew Pinney, Treas. & Gen. Man. A. J. Purinton, Asst. Treas. H. L. Merry, Supt. F. S. Hunniwell.

DIRECTORS.—Charles F. Grosvenor, E. G. Hastings, H. M. Clark, H. E. W. Clark, Geo. C. Flynt, Andrew Pinney, E. G. Childs, Allan W. Paige, Fred'k T. Ley.

GENERAL OFFICE, Main St., Palmer, Mass.

Date of information, Mar., 1901. z

PARIS, TEX.

Population in 1880, 3,980, in 1890, 8,258, in 1900, 15,000.

Paris Railway Co.—This property was sold in Sept., 1900, to the Real Estate Trust Co. of St Louis, in the interests of a syndicate which proposes to change the road to electric operation and make needed improvements without delay.

OLD CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

Old Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $44,000; denom. $1,000; int. payable at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 30 lb. T and girder rail; 45 horses, 13 horse cars.

Interested Parties.—Geo. J. Kobusch, Z. W. Tinker, J. B. Harris, Robert H. Connell.

Date of information, Sept., 1900. x

PARKERSBURG, W. VA.

Population in 1880, 6,582, in 1890, 8,408, in 1900, 20,000.

Parkersburg Gas, Electric Light & Street Railway Co.—Chartered May 18, 1895, for 50 years; municipal franchise granted Nov. 10, 1897, for 50 years. This company is a consolidation of the Parkersburg Electric Light & Street R.R. Co. with the gas and electric lighting plants

Capital Stock, authorized, $500,000; issued, $150,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Mar. 1, 1898, due 1938; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—These bonds may be called for payment after Mar. 1, 1918, on two weeks' notice, at par and accrued interest.

Operation.—The following figures include reports of street railway and electric lighting properties for year ending Dec, 31,

	1899.	1900.
Receipts from passengers	$47,022	$54,805
" other sources	33,961	36,667
" total	80,983	91,472
Operating expenses	38,261	44,916
Earnings from operation	42,722	46,556
Deductions from earnings.		
Interest on bonds	7,500	7,500
" " floating debt	711	571
Taxes	2,035	2,040
Net earnings	32,475	36,445
Dividends paid	9,000	8,250
To surplus account	23,475	28,195
Total surplus account	43,553	71,388
Per cent op. exp. to total receipts	47.3	49.2

Balance Sheet.—Dated Dec. 31,	1899.	1900.
ASSETS.		
Cost of road	$138,030	$139,079
" equipment	21,894	24,792
Other permanent investments	177,826	216,891
Bills and accounts receivable	10,112	16,864
Material and supplies	7,463	1,540
Other assets	239	
Total	$355,563	$399,166
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	150,000	150,000
Bills and accts. payable	9,782	26,646
Other liabilities	2,229	1,132
Profit and loss (surplus)	43,553	71,388
Total	$355,563	$399,166

Plant and Equipment.—Miles of track (electric), 8.5; 17 motor cars; 1,000 H. P. station plant; Buckeye and West. engines; West. dynamos and motors; American, Jewett and Jackson & Sharp cars; Diamond and Lord Baltimore trucks.

Officers.—Pres. and Gen. Man. C. H. Shattuck, V. Pres. C. C. Martin, Sec. W. W. VanWinkle, Treas. J. M. Jackson, Jr., Supt. Geo. W. Switzer.

Directors.—C. H. Shattuck, C. C. Martin, J. N. Camden, Jas. Wetherill, W. N. Chancellor, S. D. Camden, J. M. Jackson, John Busch, W. W. VanWinkle.

General Office, Parkersburg, W. Va.

Date of information, Feb., 1901. z

PASADENA, CAL.

Population in 1880, 391, in 1890, 5,000, in 1900, 12,000.

Los Angeles & Pasadena Electric Railway Co.—This is a reorganization of the Pasadena & Los Angeles Electric Ry. Co. This road is controlled by the Los Angeles Ry. Co., through ownership of stock. In 1899, the capital stock of this company was acquired by the Los Angeles Ry. Co., in consideration for that company's guarantee of payment of the principal and interest of this company's bonds.

Capital Stock, authorized, $1,000,000, issued, $688,400; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $750,000; dated Jan. 1898, due 1928, denom. $1,000; int. payable Jan. and July, at office of Chase National Bank, of New York City, or at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

Balance Sheet.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$1,472,646	Capital stock	$ 688,400
Cash	5,669	Funded debt	750,000
Bills and accts. rec'able.	2,688	Bills and accts pay'ble.	24,115
Materials and supplies.	15,117	Profit and loss (surp.).	34,101
Other assets	496		
Total	$1,496,615	Total	$1,496,615

Plant and Equipment.—Miles of track (electric), 42.66; gauge, 3 ft. 6 in.; 40 lb. and 50 lb. T rail; 30 motor cars and 2 trail cars; Ball & Wood engines, West. and Gen. Elec. dynamos, West. motors, American and Pullman cars, McGuire trucks.

Officers.—Pres. & Gen. Man. C. W. Smith, V. Pres. P. M. Green, Sec. Asst. Gen. Man. & Pur. Agt. W. H. Smith, Treas. F. C. Bolt, Auditor H. I. Chatfield, Supt. of Trans. F. H. Jones, Ch. Engr. G. E. Pillsbury, Asst. Engr. G. J. Kuhrt's Elecn. S. H. Anderson, Ch. Engr. of Power Station, J. W. McCulley, Storekeeper A. H. Wood, M. Mech. A. E. Hathaway.

Directors.—P. M. Green, F. C. Bolt, C. W. Smith, M. H. Sherman, Andrew McNally, Epps Randolph, J. A. Muir.

General Office, Pasadena, Cal.

Reference.—Description of road (brief), Vol. XII, Feb., '96, p. 92 (ill.).

Date of information, Mar., 1901. d

Pasadena & Mt. Lowe Railway Co.—This company is the successor, by purchase, to the Pasadena & Mt. Wilson Ry. Co. In June 1900, the capital stock of this company was acquired by the Los Angeles Ry. Co.

Capital Stock, authorized and issued, $600,000.

Funded Debt.—First mortgage 4 p. c. bonds, authorized and issued, $500,000, dated 1899, due 1929; int. payable semi-annually.

Plant and Equipment.—Miles of track, 9; operated by electricity, 7.5, by cable, 1.5; gauge, 3 ft. 6 in.; 11 cars, of which 5 are motor cars, 2 grip cars and 4 trail cars; Gen. Elec. dynamos and motors; Pelton water wheels.

Officers.—Pres. H. E. Huntington, Sec. E. B. Holliday, Treas. I. W. Hellman, Gen. Man. W. H. Smith, Supt. J. Turner.

General Office, Los Angeles R. R. Co., Los Angeles, Cal.

References.—Description of road, Vol. IX, July, '93, p. 462 (ill.); description of opening, Vol. IX, Aug., '93, p. 513 (ill.).

Date of information, Feb., 1901. d

PATCHOGUE, N. Y.

Patchogue & Port Jefferson Traction Co.—Chartered Feb. 14, 1896, to build an electric railway from Patchogue to Port Jefferson, 15 miles in length. Annual meeting last Wednesday in January.

Capital Stock, authorized $400,000, issued, $300,000; par value, $100 per share.

Officers.—Pres. Edwin Bailey, V. Pres. O. T. Fanning, Sec. & Treas. Charles Sherwood, 35 John St., Bridgeport, Conn.

Directors.—J. B. Swezey, Edwin Bailey, R. S. Pelletreau, Patchogue, N. Y.; O. T. Fanning, Chas. A. Tooker, Thos. O'Donnell, Port Jefferson, N. Y; Chas. Sherwood, Frank Miller, David F. Read, Bridgeport, Conn.

General Office, Patchogue, N. Y.

Date of information, Dec., 1900. b

PATERSON, N. J.

Population in 1880, 51,031, in 1890, 78,347, in 1900, 105,171.

Paterson Railway Co.—Chartered 1888, as a consolidation of five companies previously operating horse railways in Paterson. In Nov., 1899, this company became a part of the Jersey City, Hoboken and Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

Paterson Central Electric Railroad Co.—Chartered 1892. This is a consolidation of the Paterson Central Ry. Co. and the Central Electric Ry. Co. This road was placed in the hands of receivers in Jan., 1898, and in Nov., 1899, became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

Paterson Horse Railroad Co.—In Nov., 1899, this company became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

PEEKSKILL, N. Y.

Population in 1880, 6,893, in 1890, 9,676, in 1900, 10,358.

Peekskill Lighting & Railroad Co.—Incorporated July, 1900. This company is a consolidation of the Peekskill Gas Light Co., the Peekskill Lighting Co., the Peekskill Electric Light & Power Co. and the Peekskill Traction Co., and comprises all the gas, electric light and street railways of Peekskill. The road was placed in operation to Lake Mohegan (6 miles) about July 30, 1899, remaining in the hands of contractor by breach of contract on the part of the traction company. In Oct., 1899, a receiver was appointed and on May 10, 1900, the entire property was sold at receiver's sale to H. Hobart Porter, Jr., subject to all claims, judgments, etc., and possession taken by him. On Sept. 1, 1900, the property was sold to the Peekskill Lighting & Railroad Co., which is now the owner in possession of and operating the road.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $500,000; dated Oct. 1, 1900, due 1930; denom. $1,000; coupon, but may be registered; whole issue only, subject to call at 110 after Oct. 1, 1905; sinking fund at $10.80 per bond outstanding begins 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. rail; 10 motor cars, 1 snow plow.

OFFICERS.—Pres. & Gen. Man. B. B. Nostrand, Jr., Sec. Alfred Ely, Treas. H. Hobart Porter, Jr.

GENERAL OFFICE, Peekskill, N. Y.

TREASURER'S OFFICE, 31 Nassau St., N. Y. City.

Date of information, Mar., 1901. z

PENN YAN, N. Y.

Population in 1880, 3,475, in 1890, 4,254, in 1900, 4,650.

Penn Yan, Keuka Park & Branchport Railway.—Chartered Feb. 23, 1897.

CAPITAL STOCK, authorized, $100,000; issued, $90,000; par value $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 2, 1897, due 1917; denom, $500; int. payable Feb. and Aug.; American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$15,437	$12,866	$12,516
" " other sources	125	8,151	9,767
" total	15,562	21,017	22,283
Operating expenses	9,897	17,228	16,890
Earnings from operation	5,665	3,789	5,393
Deductions from earnings.			
Interest	4,583	5,000	5,000
Taxes	23	356	1,648
Net income	1,059	*1,567	1,255
To surplus account	1,059	*508	*1,763

*Deficit

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.
Passengers carried	246,188	294,496	249,662
Car miles run	80,879	108,815	86,266
Total receipts per car mile	$.192	$.193	$.258
Operating expenses per car mile	.110	.158	.195

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$155,000	$155,000	$156,400
Cost of equipment	45,000	45,000	45,920
Cash	3 142	1,575	297
Profit and loss (deficit)		508	1,763
Total	$203,142	$202,083	$204,380
LIABILITIES.			
Capital stock	$ 90,000	$ 90,000	$90,000
Funded debt	100,000	100,000	100,000
Interest	2,083	2,083	2,083
Loans	10,000	10,000	10,000
Accounts payable			2.297
Profit and loss (surplus)	1,059		
Total	$203,142	$202,083	$204,380

PLANT AND EQUIPMENT.—Miles of track (electric), 9.25; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 6 motor cars; Slater engines, Dillon boilers, Walker dynamos, West. motors.

OFFICERS. — Pres. W. S. Reed, 1st V. Pres. & Supt. C. L. B. Tylee, 2d V. Pres. H. R. Sill, Sec. & Aud. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Elecn. C. L. Bullock.

DIRECTORS.—Edward Donahue, C. L. B. Tylee, Penn Yan, N. Y.; H. R. Sill, Bluff Point, N.Y.; F. H. Viele, W. H. Tylee, O.W. Rugg, Worcester, Mass.; W. S. Reed, C. E. Dresser, Leominster, Mass.; Geo. S. Weaver, Branchport, N. Y.

GENERAL OFFICE, Penn Yan, N. Y.

Date of information, Feb., 1901. b z

PENSACOLA, FLA.

Population in 1880, 6,845, in 1890, 11,750, in 1900, (local estimates) 17,747.

Pensacola Electric Terminal Railway Co.—Annual meeting in Mar.

CAPITAL STOCK, authorized, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, in escrow, (see note) $50,000. 6 p. c. preference bonds, $40,000.

NOTE.—$50,000 of the first mortgage bonds are held in escrow to retire $40,000 of preference bonds.

PLANT AND EQUIPMENT.—Miles of track, 19; operated by electricity, 10, by steam, 9; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T rail; 30 cars, of which 12 are motor cars and 18 other cars; 2 dummy engines; Ball & Wood engines; West dynamos and motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. W. H. Northup, V. Pres. A. C. Blount, Sec. & Treas. De Courcy W. Thom, Aud't L. W. Williams, Supt. J. C. Dunham, Ch. Engr. & Elecn. J. Sweeny.

DIRECTORS.—W. H. Bosley, De C. W. Thom, A. H. Taylor, W. H. Northup, A. C. Blount, Jr., W. H. Knowles, H. N. Brooks.

GENERAL OFFICE, Pensacola, Fla.

TREAS. OFFICE, 119 E. Baltimore St., Baltimore, Md.

Date of information, Feb., 1901. d

PEORIA, ILL.

Population in 1880, 29,259, in 1890, 41,024, in 1900, 56,100.

Central Railway Co.—Chartered Mar. 31, 1888. This company is a consolidation, on May 16, 1889, of the Central City Horse Ry. Co., the Central Horse & Cable Ry. Co., the Peoria Horse & Cable Ry. Co. Since the original consolidation, the East Bluff Peoria Horse Ry. Co., the Peoria Rapid Transit Co., the Lakeside Electric Ry. Co. and the Richmond Street Ry. Co. have been consolidated with this company. In Aug., 1895, the Fort Clark Street Ry. Co. was also absorbed.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $500,000, in escrow, $250,000; dated Oct. 1, 1895, due Apr. 1, 1915; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to provide for future extensions and betterments to the extent of 75 p. c. of their actual cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 61; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. T and girder rail; 150 cars, of which 100 are motor cars and 50 trail cars; Allis engines, Gen. Elec. dynamos and motors, American, Laclede and St. Louis cars.

OFFICERS.—Pres. Walter Barker, V. Pres. Samuel Woolner, Jr., Sec. J. N. Ward, Treas. H. J. Woodward, Gen. Man. & Pur. Agt. John Finley, Supt. Peter Brady.

GENERAL OFFICE, 622 S. Adams St., Peoria, Ill.

REFERENCE.—Description of road brief, Vol. VI, Jan., '90, p. 13 (ill.).

Date of information, Feb., 1901. z

Peoria & Prospect Heights Railway Co.—This company is the successor to the Glen Oak & Prospect Heights Ry. Co., which was a consolidation of the Glen Oak & Prospect Heights Ry. Co. and the Peoria Northeastern Ry. Co. Municipal franchise granted Aug., 1896, for 20 years. Annual meeting second Friday in Nov.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

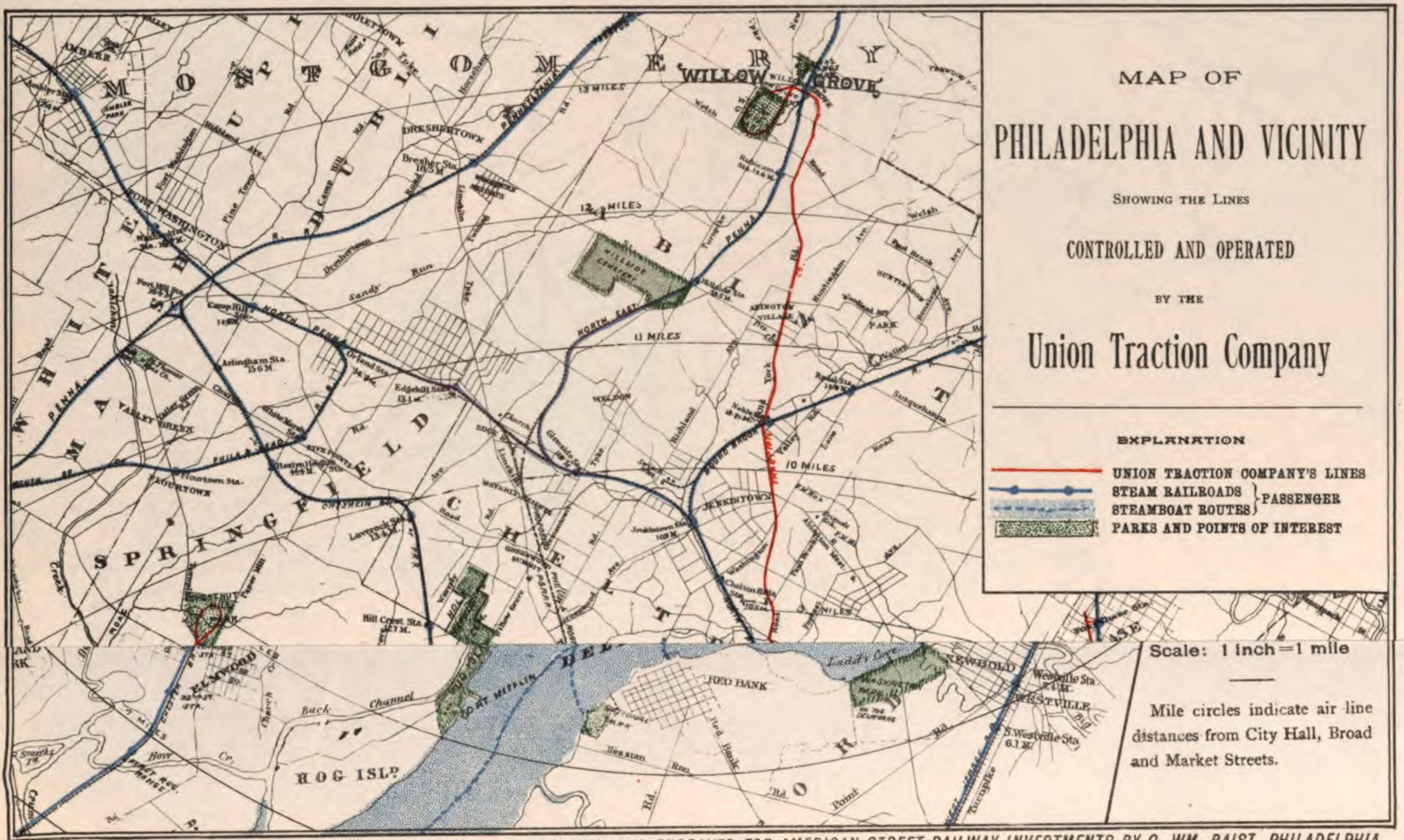
PLANT AND EQUIPMENT.—Miles of track (electric), 7.20; gauge, 4 ft. 8½ in.; 76 lb. rail; 15 motor cars; 300 H. P. station plant; Bates-Corliss engine, Westinghouse dynamos and motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. John Finley, V. Pres. Walter Barker, Sec. & Treas. J. M. Wood, Supt. C. Wilson.

GENERAL OFFICE, Peoria, Ill.

Date of information, Feb., 1901. z

Peoria & Pekin Terminal Railway Co.—This company was incorporated as the Peoria & Pekin Traction Co., which was chartered Aug. 26, 1897, for 50 years. Municipal franchise granted Oct. 15, 1898, for 30 years. Annual meeting third Tuesday in Jan. The company leases the Peoria Terminal Ry. for 50 years, from Dec.,



MAP OF

PHILADELPHIA AND VICINITY

SHOWING THE LINES

CONTROLLED AND OPERATED

BY THE

Union Traction Company

EXPLANATION

🟥	UNION TRACTION COMPANY'S LINES
●	STEAM RAILROADS } PASSENGER
▨	STEAMBOAT ROUTES } PASSENGER
🟩	PARKS AND POINTS OF INTEREST

Scale: 1 inch = 1 mile

Mile circles indicate air line distances from City Hall, Broad and Market Streets.

COPYRIGHTED

PREPARED AND ENGRAVED FOR AMERICAN STREET RAILWAY INVESTMENTS BY G. WM. BAIST, PHILADELPHIA

1897. Cars are run from Peoria to South Peoria on the tracks of the Central Ry. Co.

CAPITAL STOCK, authorized, $700,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $600,000, in treasury (see Note), $100,000; dated Jan. 1, 1900, due 1930; denom. $1,000; int. payable Jan. and July, at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and permanent improvements.

PLANT AND EQUIPMENT.—Miles of track (electric and steam), 29.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 15 passenger cars, of which 5 are motor cars and 10 trail cars; 65 freight cars; three 60-ton locomotives; 800 H. P. station plant; Buckeye engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. T. J. Miller, V. Pres. W. H. Trumbull, Sec. & Gen. Man. L. E. Myers, Treas. P. L. Saltonstall, Supt. N. C. Draper, Ch. Engr. N. D. Monserrat, Traffic Man. George W. Talbot.

DIRECTORS.—T. J. Miller, W. T. Irwin, Benj. Warren, Jr., Peoria, Ill.; W. H. Trumbull, P. L. Saltonstall, Boston, Mass., Everett W. Wilson, Pekin, Ill.; L. E. Myers, Chicago, Ill.

GENERAL OFFICES, Union Depots, Peoria and Pekin, Ill.

REFERENCE.—Increase of stock, Vol. XIV, Feb., '98, p. 84; description of road, Vol. XVI, Feb. 3, '00, p. 134-141 (ill. and map).

Date of information, Feb., 1901. z

PERTH AMBOY, N. J.

Population in 1880, 4,808, in 1890, 9,512, in 1900, 17,699.

Raritan Traction Co.—This company is successor to the Perth Amboy R. R. Co.

CAPITAL STOCK.—Common, $500,000; preferred, $500,000; par value, $100 per share.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$16,692
Total expenses	11,213
Net income	5,479

OFFICERS.—Pres. Adolph Lewisohn, V. Pres. C. J. Wittenberg, Sec. & Treas. J. C. McCoy, Supt. W. G. Rock.

INCORPORATORS.—J. C. McCoy, Perth Amboy; Edward Q. Keasby, Morristown, and Geo. M. Keasby, Newark, N. J.

Date of information, Mar., 1901. z

PETALUMA, CAL.

Population about 4,000.

Petaluma Street R. R. Co.—The properties of this company were sold at foreclosure sale in 1900 to F. A. Wickersham, who now operates the road.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft 8½ in.; 35 lb. T rail; 4 cars, 4 horses,

Date of information, Dec., 1900. x

PETERBOROUGH, ONT.

Population about 12,000.

Peterborough & Ashburnham Street Railway Co., Ltd.

CAPITAL STOCK, authorized, $200,000, issued, $47,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, electric, 4; gauge, 4 ft. 8½ in., 56 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Canadian Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. T. E. Bradburn, V. Pres. Fred. Nicolls, Sec. A. P. Poussete.

GENERAL OFFICE, Peterborough, Ont.

Date of information, Feb., 1900. z

PETERSBURG, VA.

Population in 1880, 21,656, in 1890, 22,680, in 1900, 21,810.

South Side Railway & Development Co.—This company is a consolidation in Feb., 1899, of the Petersburg Electric Railway Co., which was chartered, 1896, as the Piedmont Traction Co., the Upper Appomattox Co. and the Virginia Traction Co. The new company also owns the electric lighting system of Petersburg and vicinity, and operates its plants by water power from the Appomattox Co., which it entirely controls. The railway having been entirely rebuild and re-equipped was placed in operation in Aug., 1899.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000; issued, $600,000; in treasury, $400,000; dated Mar., 1899, due 1949; denom. $1,000; int. payable Mar. and Sept.

PLANT AND EQUIPMENT.—Miles of track (electric). 9.5; gauge, 4ft. 8½ in.; 45 lb. center-bearing & 56 lb. T rail; 33 cars, of which 29 are motor cars and 4 trail cars; Gen.Elec. dynamos and motors, Jones and Lewis & Fowler cars.

OFFICERS.—Pres. R. Lancaster Williams, Richmond, Va.; Sec. & Treas. Chas. H. Davis, Gen. Man. A. F. Edwards.

GENERAL OFFICE, Petersburg, Va.

Date of information, Mar., 1900. z

PHILADELPHIA, PA.

Population in 1880, 847,170, in 1890, 1,046,964, in 1900, 1,293,697.

Union Traction Co.—Chartered Sept. 13, 1895, as a consolidation of the People's Traction Co., and the Electric Traction Co. This company leases for 999 years the rights, franchises and property of the Philadelphia Traction Co., at a net rental of 8 p. c. ($4 per share) per annum, payable in gold, free of taxes, together with interest on the lessor's funded debt, direct and guaranteed, and the guaranteed dividends on the stocks of its leased corporations. On July 1, 1896, the Union Traction Co. leased the People's Traction Co. and the Electric Traction Co., for 998 years, at an annual rental equivalent to fixed charges, this change being made to simplify accounts.

The Union Traction Co. now operates under leases (direct or indirect), by ownership or by operating contracts the following street railway properties, with an aggregate mileage of 449 miles of track.

PEOPLE'S TRACTION SYSTEM.	CAPITAL STOCK. Issued.	CAPITAL STOCK. Paid in.	Funded Debt.
Centennial Pass. Ry. Co.	$ 15,000	$ 1,500	$
Chelten Ave. Pass. Ry. Co.	39,000	3,900	
Germantown Pass. Ry. Co.	1,500,000	572,860	67,500
Girard Ave. Ry. Co.	5,000	500	
Green & Coates Sts. Phila. Pass. Ry. Co.	500,000	150,000	
Northern Pass. Ry. Co.	15,000	1,500	
People's Pass. Ry. Co.	2,250,000	1,017,402	1,075,000
Philadelphia, Cheltenham & Jenkintown Pass. Ry. Co.	60,000	6,000	
ELECTRIC TRACTION SYSTEM.			
Citizens' Clearfield & Cambria St. Ry. Co	6,000	600	
Citizens' East End St. Ry. Co.	15,000	1,500	
Citizens' Pass. Ry. Co.	500,000	192,500	
Frankford & Southwark Phila. City Pass. R. R. Co.	1,875,000	1,875,000	282,100
Lehigh Ave. R. R. Co.	1,000,000	600,000	
Second & Third Sts. Pass. Ry. Co.	1,060,200	771,076	

PHILADELPHIA TRACTION SYSTEM.	CAPITAL STOCK. Issued.	CAPITAL STOCK. Paid in.	Funded Debt.
Philadelphia Traction Co.	20,000,000	20,000,000	944,000
Catherine & Bainbridge Sts. Ry. Co.	400,000	400,000	150,000
Continental Pass. Ry. Co.	1,000,000	580,000	290,000
Empire Pass. Ry. Co.	600,000	600,000	200,000
Huntington St. Connecting Ry. Co.	6,000	6,000	
Kessler St. Connecting Pass. Ry. Co.	5,000	5,000	
Marshall St. Ry. Co.	250,000	25,000	
Philadelphia City Pass. Ry. Co.	1,000,000	475,000	300,000
Philadelphia & Darby Ry. Co.	200,000	200,000	100,000
Phila. & Gray's Ferry Pass. Ry. Co.	617,500	309,707	
Ridge Ave. Connecting Ry. Co.	6,000	6,000	
Ridge Ave. Pass. Ry. Co.	750,000	420,000	
Schuylkill River Pass. Ry. Co.	500,000	50,000	
Seventeenth & Nineteenth Sts. Pass. Ry. Co.	500,000	250,000	100,000
Thirteenth & Fifteenth Sts. Pass. Ry. Co	1,000,000	334,529	500,000
Twenty-Second St. & Allegheny Ave. Pass. Ry. Co.	1,000,000	500,000	700,000
Union Pass. Ry. Co.	1,500,000	925,000	750,000
Walnut St. Connecting Pass. Ry. Co.	50,000	50,000	
West Phila. Pass. Ry. Co.	750,000	750,000	996,000
Hestonville, Mantua & Fairmont Pass. Ry. Co.	3,033,900	3,033,900	1,250,000
Fairmont Park & Haddington Pass. Ry. Co.	300,000	300,000	
Totals	$42,308,600	$34,414,474	$7,704,600

Capital Stock, authorized, $30,000,000, issued, 599,995 shares, paid in $10,499,913 ($17.50 per share); par value, $50 per share. Under the consolidation agreement the stockholders of the Electric Traction Co., the People's Traction Co. and the Philadelphia Traction Co. were privileged to subscribe to the stock of the Union Traction Co. in proportion to their several holdings.

Funded Debt.—The direct funded indebtedness of the Union Traction Co. is $35,532,846, as follows:

4 p. c. collateral trust gold certificates, authorized, $29,735,000; issued, $29,724,876; dated Oct. 1, 1895, due 1945; denom. $100 and $1,000; int. payable, free of taxes, Apr. and Oct., at Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000, issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug.. at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

Note.—The certificates of 1945 are guaranteed, principal and interest, by the Union Traction Co., and are to be secured by the deposit as collateral of the entire capital stock of the Electric Traction Co. (purchased at $85 per share for "full paid" stock and $70 per share for "$30 paid" stock) and the People's Traction Co. (purchased at $76 per share, "$30 paid in").

The certificates of 1943 are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅘ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon. On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

Assumed Indebtedness.—The funded indebtedness of the companies operated by the Union Traction Co., interest on which has to be met out of the latter's earnings from operation, is $7,864,600 as per list above. For detailed description of the several bond issues, see the reports of the lessor companies.

Operation.—The following is a combination operating report of the People's Passenger Ry. Co., the Electric Traction Co., the Philadelphia Traction Co., the Hestonville, Mantua & Fairmount Passenger Ry. Co. and the Chelten Avenue Ry. Co., with all the properties under their control for the year ending June 30.

	1897.	1898.	1899.	1900
Receipts from pass....	$10,907,451	$11,144,483	$11,793,857	$12,996,291
" other sources.	107,540	82,515	242,409	253,528
" total.........	11,014,991	11,226,998	12,036,266	13,249,819
Operating expenses....	5,260,583	4,608,163	4,793,366	5,624,898
Earnings from oper...	5,754,408	6,618,835	7,242,900	7,624,921
Deductions from earnings.				
Taxes..............	965,170	899,697	991,101	1,023,266
Interest.............	400,552	388,818	5,634,725	5,663,634
Rentals.............	5,096,071	5,166,968		
Other expenses.....	58,850	82,734		
Net income...........	*766,255	80,618	617,073	938,021

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road..........	$1,128,881	$1,350,684	$2,075,971	$3,227,232
Cost of equipment....	496,622	693,510		
Stock of other Co.'s..	1,853,331	4,808,036	5,443,352	5,516,758
Bonds of other Co.'s..	325,000	325,000		
Real Estate...........			325,643	398,586
Cash on hand.........	562,262	41,284	946,697	216,582
Bills receivable.......	44,821	226,898	218,517	36,519
Due by agents........	21,709	19,800	19,900	20,000
Open accounts........	194,959			
Mat. and sup. on hd...	58,604	118,878	135,824	277,286
Franchise account.....	90,249		90,424	90,249
Sundries..............	160,355			
Adv'd to leased lines..	4,365,928	4,899,133	5,256,423	5,556,839
Fire insurance fund...	235,977	242,995	242,995	242,995
Profit and loss (deficit).	889,523			
Total..............	$10,428,220	$12,726,217	$14,755,571	$15,583,046
LIABILITIES.				
Capital stock.........	$7,479,685	$7,499,365	$10,499,230	$10,499,913
Fxd. chgs. & taxes acc.	1,065,178	1,107,083	1,859,406	1,331,693
Loans................	37,000	2,463,408		
Accounts payable.....	94,158	87,942	116,909	140,702
Sundries.............	6,878		245,301	231,390
Main. accts. accrued...	430,128	191,531		274,255
Accrued insurances...	67,762	1,198	17,762	13,305
Open accounts........	1,247,430	1,324,328	1,333,773	1,731,474
Profit and loss (surp.).		51,363	683,190	1,360,314
Total............	$10,428,220	$12,726,217	$14,755,571	$15,583,046

Plant and Equipment.—Miles of track (electric), 448.95; 3,047 motor cars.

Officers.—Pres. & Gen. Man. John B. Parsons, 1st V. Pres. Geo. D. Widener, 2nd V. Pres. & Asst. Gen. Man. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge, Comptroller Alex. Rennick, Gen. Supt. Walter Ellis, Supt. of Transportation James Bricker, Ch. Engr. W. S. Twining, Elecns. F. H. Lincoln, C. Hewitt.

Directors—J. J. Sullivan, Geo. D. Widener, Peter A. B. Widener, Wm. H. Shelmerdine, Alfred Smith, A. M. Fox, John B. Parsons, Wm. L. Elkins, Thomas Dolan, Geo. W. Elkins, Alex. Balfour, Charles O. all of Philadelphia, Pa.

General Office, Eighth and Dauphin Sts.

References.—Operating detail (brief), Vol. XII, May, '96, p. 290 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 604; fire (brief), Vol. XIII, Apr., '97, p. 237; operating detail, Vol. XIII, May, '97, p. 293 (ill.); change in organization, Vol. XIII, Sept., '97, p. 556; sale of stock, Vol. XIII, Dec., '97, p. 870; roadway department, Vol. XV, Feb., '99, p. 83 (ill.); electrical and repair shop practice, Vol. XV, Jan., '99, p. 21 (ill.); splicing cars, Vol. XV, Sept., '99, p. 571 (ill.).

Date of information, Feb., 1901. z

For map of system see inset between pages 200 and 201.

The American Railways Co.—Incorporated under laws of New Jersey in Apr., 1899, to build, lease, purchase and operate street railways and electric lighting systems. Since June, 1899, this company has purchased the Bridgeton & Millville Traction Co. and the Bridgeton Electric Co., Bridgeton, N. J., also owns all the stock of the Springfield Railway Co. and the Springfield Light & Power Co., Springfield, O., the Peoples Ry. Co. of Dayton, O., the Altoona & Logan Valley Electric Ry. Co., which already controlled the City Passenger Ry. Co., both of Altoona, Pa., and the Joliet R. R. Co. of Joliet, Ill., and the franchises and stock of the Chicago & Joliet Rapid Transit Co., the last two being consolidated as the Chicago & Joliet Electric Ry. Co.; also owns the stock and franchises of the Chicago & Desplaines Valley Electric Ry. Co., and the Desplaines Valley Electric Ry. Co., which have been consolidated as the Chicago & Desplaines Valley Electric Ry. Co.; also owns $500,000 of the preferred stock and $250,000 of the common stock of the Chicago Union Traction Co., and is now negotiating for other properties in several sections of the country.

Capital Stock authorized and issued, $25,000,000, paid in, Apr. 3, 1900, $3,750,000; par value, $50 per share.

Operation.—Of all companies controlled for the year ending June 30, 1900.

Gross receipts..	$603,606
Operating expenses..	320,513
Earnings from operation.....................................	283,093
Fixed charges...	101,701
Net earnings..	181,392
Interest on bonds owned....................................	31,500
Dividend (Chic. Un. T. Co.)................................	25,000
To surplus account..	237,892

Treasurer's Report.—Apr. 21, 1899, to June 30, 1900.

Interest on bonds owned.....................................	$ 36,750
Dividends on stock owned....................................	107,331
Gross earnings..	144,081
Operating expenses..	41,508
Net earnings..	102,573
Deductions from earnings.	
Incorporation expenses......................................	5,024
Taxes...	2,500
Depreciation account..	313
To surplus account..	94,736

Balance Sheet.—Dated June 30, 1900.

ASSETS.	
Cost of stocks and bonds....................................	$3,397,314
Bills and accounts receivable...............................	272,794
Accrued taxes...	2,500
Bridgeton Elec. Co.—power station...........................	62,019
" & Millville—car barn....................................	256
Springfield Ry. car barn....................................	9,853
Chicago & Joliet construction...............................	91,564
Cash..	37,639
Total...	$3,873,939
LIABILITIES.	
Capital stock...	$3,750,000
Bills and accounts payable..................................	9,516
Accident fund...	5,221
Due companies...	14,466
Profit and loss (surplus)...................................	94,736
Total...	$3,873,939

Dividends.—First dividend of 1 p. c. Dec. 15, 1900; 1 p. c. Mar. 15, 1901.

Officers.—Pres. Samuel G. DeCoursey, V. Pres. & Treas. W. F. Harrity, Sec. & Asst. Treas. C. L. S. Tingley, Gen. Man. H. J. Crowley, Ch. Engr. A. S. Kibbe.

Directors.—A. A. McLeod, Samuel G. DeCoursey, W. F. Harrity, Wm. H. Shelmerdine, S. R. Shipley, Jere J. Sullivan, S. W. Pettit, Edw. J. Matthews, Jno. S. Bioren, E. C. Miller.

General Office, 1321 Walnut St., Phila., Pa.

Reference.—Annual meeting Vol. XVI, Oct. 6, '00, p. 906 (tables).

Date of information, Mar., 1901. z

Delaware County & Philadelphia Electric Railway Co.—This company operates a line from Media, Pa., to Baltimore Ave., Philadelphia, connecting with the Union Traction Co.'s system. A controlling interest in the capital stock of this company is owned by the Union Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $500,000, issued, $300,000.

Funded Debt.—First mortgage 6 p. c. bonds, $64,000; dated July 1, 1893, due 1913; int. payable Jan. and July at Independence National Bank, of Philadelphia.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$61,325	$63,185	$68,356	$73,003	$80,053
" other sources......	173	73	121	128	2.368
" total...............	61,498	63,258	68,477	73,131	82,421
Operating expenses........	30,489	32,094	32,444	35,351	41,971
Earnings from operation ...	31,009	31,164	36,033	37,780	40,450
Deductions from earnings.					
Interest	3,840	3,840	3,840	3,840	3,840
Taxes	2,022	2,396	2,922	2,929	2,281
Rentals		125	575	605	382
Net income................		24,803	28,696	30,406	33,947
Dividends paid..............		23,200	23,600	27,680	36,000
To surplus account.........		1,603	5,096	2,726	*2,053

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction and equip.	$367,317	$367,317	$369,527	$370,427	$373,245
Cash	16,292	11,848	15,230	17,522	8,898
Open accounts.........		380		100	3,289
Material and supplies..					1,939
Sundries					4,467
Total	$383,609	$379,545	$384,757	$388,049	$391,838
LIABILITIES.					
Capital stock..........	$293,000	$298,000	$298,000	$300,000	$300,000
Funded debt...........	64,000	64,000	64,000	64,000	64,000
Other liabilities........	11,191	524	640	941	6,783
Profit and loss (surplus).	15,418	17,021	22,117	23,108	21,055
Total.............	$383,609	$379,545	$384,757	$388,049	$391,838

Plant and Equipment.—Miles of track (electric), 12; 80 lb. T and girder rail; 21 motor cars; Gen. Elec. dynamos and motors, Lamokin cars.

Officers.—Pres. Jno. A. Riggs, Sec. & Treas. M. C. Aulenbach, Supt. Samuel Haigh.

Directors.—W. H. Sayers, J. W. Phillips, Jno. A. Riggs, Henry C. Moore, Robert N. Carson, E. J. Moore, Joseph P. Gibbons.

Reference.—Description of road (brief), Vol. X, June, '94, p. 359 (ill.).

Date of information, Feb., 1901. b

Fairmount Park Transportation Co.—Chartered 1894, for 50 years.

Capital Stock, authorized and issued, $2,000,000; now outstanding, $1,750,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Sept. 1, 1897, due 1912; denom. $1,000; subject to call at 105 after Sept. 1, 1902; int. payable Mar. and Sept., at office of Guard Trust Co., successors to the Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 5 p. c. bonds, authorized, $250,000, issued, $123,000; dated Sept. 1, 1900, due 1912; denom. $1,000; coupon, but may be registered; int. payable at office of Girard Trust Co., trustee of mortgage.

Operation.—Year ending Oct. 31,

	1899.	1900.
Gross receipts	$119,905	$112,305
Operating expenses...........................	48,953	43,827
Earnings from operation.......................	70,952	68,478
Deductions from earnings.....................	46,425	52,212
Net income..................................	24,527	16,266

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2¼ in.; 90 lb. T rail; 60 cars, of which 30 are motor cars and 30 trail cars; Wetherill engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Chas. A. Porter, V. Pres. R. H. Foerderer, Sec. & Treas. Ellsworth H. Hults, Act. Supt. A. E. Meixell, Engr. John Burns.

General Office, Ridge Avenue Bank Bldg., Philadelphia.

Reference.—Description of road, Vol. XII, Dec., '96, p. 778; description of road, Vol. XIII, Aug. '97, p. 459 (ill.); description of bridge, Vol. XIII, Sept. '97, p. 550 (ill.); Woodside Park, Vol. XV, Mar. '99, p. 164 (ill.).

Date of information Mar., 1901. z

Philadelphia & Bristol Passenger Railway Co.—Chartered Jan., 1896, to construct an electric railway from Bristol to Philadelphia. After building a number of miles of track, work was stopped in Mar., 1897, by an injunction secured by the Pennsylvania R. R. Co. Part of this road was put in operation on Apr. 25, 1897, and 6 miles are now being operated. A controlling interest in the capital stock of this company was owned by the Railways Company General of Philadelphia, Pa., who disposed of their interest in Aug., 1900, to parties interested in the newly organized New Jersey and Philadelphia St. Ry. Co.

Capital Stock, authorized and issued, $475,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon but may be registered ; dated Jan. 15, 1896, due 1926; denom. $1,000; int. payable June and Dec., at office of Security Trust Co., of Philadelphia, trustee of mortgage.

Operation.—Year ending June 30,

	1899.	1900.
Gross receipts	$9,705	$12,420
Operating expenses.................................	9,931	18,249
Earnings from operation...........................	*226	*5,829
Taxes...	47	14
Net income..	*273	*5,843

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road......	$430,000	$430,000	$430,000	$430,000
" equipment...............	70,000	70,000	70,000	70,000
Profit and loss (deficit)..........				3,979
Cash on hand..................	1,506	2,138	1,865	
Total....................	$501,506	$502,138	$501,865	$503,979
LIABILITIES.				
Capital stock..................	$250,000	$250,000	$250,000	$250,000
Funded debt....................	250,000	250,000	250,000	250,000
Accounts payable...............				3,979
Profit and loss (surplus)..........	1,506	2,138	1,865	
Total....................	$501,506	$502,138	$501,865	$503,979

Plant and Equipment.—Miles of track (electric), 6; gauge, 5 ft. 2 in.; 11 motor cars and 3 trail cars.

Officers.—Pres. L. M. Downs, Sec. & Treas. Taylor Fawnes, Gen. Man. & Supt. E. E. Hale.

Directors.—Geo S. Graham, M. L. Downs, T. Fawnes E. F. Glenn, I. J. McKinstry.

General Office.—President's office, 1016 Harrison Building, Philadelphia. Power House, Bridgewater, Pa.

Date of information, Feb., 1901. b

Philadelphia & West Chester Traction Co.—Chartered Apr. 24, 1895. Operation was commenced in May, 1896. This company, in Oct., 1898, absorbed the Delaware County Passenger R. R. Co. (chartered in 1859), the Philadelphia, Castle Rock & West Chester Ry. Co. and the Philadelphia & West Chester Turnpike Road Co., and has constructed a new electric line to West Chester.

Capital Stock, authorized, $1,000,000, issued, $494,795; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $390,000; dated Oct. 1, 1898, due 1918; denom. $1,000; subject to call at 105 after 1899; int. payable Jan. and July, at office of Girard Trust Co. of Philadelphia, trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.
Receipts from passengers................	$27,162	$49,210	$98,910
" " other sources	615		
" total...........................	27,777	49,210	
Operating expenses	30,019	53,562	79,843
Earnings from operation..................	*2,242	*4,352	19,063
Taxes..........................			2,686
Interest............................		8,060	20,000
Net income............................		*12,412	*3,619

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$210,152	$207,196	$210,218	$516,872	$608,564
" equipment.	68,135	77,046	77,481	159,228	245,929
Other per. invest..	122,460	131,793	123,643	72,375	85,667
Cash.............	3,269	102		5,647	13,999
Other assets......	7,659	3,286	4,004	9,732	1,121
Profit and loss (def.)	4,945	13,730	20,453	12,412	16,031
Total.........	$416,620	$433,153	$437,799	$776,266	$971,112

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock......	$329,700	$329,700	$331,050	$397,625	$494,795
Funded debt......				340,000	390,000
Accounts payable..	86,920	38,645	25,010	12,207	86,317
Loans............		63,458	81,533		
Other liabilities....		1,350	206	26,434	
Total.........	$416,620	$433,153	$437,799	$776,266	$971,112

Plant and Equipment.—Miles of track (electric), 20; 22 cars, of which 18 are motor cars and 4 trail cars.

Officers.—Pres. A. M. Taylor, Sec. & Treas. C. R. Hinchman, Auditor, C. L. Rihl, Supt. J. H. Gibson.

Directors.—J. N. M. Shimer, C. S. Hinchman, Wm. R. Wister, John Sellers, Jr., A. M. Taylor, Chas. B. Penrose, W. C. Anderson.

General Office, 672 Bullitt Bldg., Philadelphia, Pa.

Power Station, Slanerch, Delaware Co., Pa.

Reference.—Description of system (brief), Vol. XV, June, '99, p. 353 (ill.).

Date of information, Feb., 1901. b

Railways Company General.—Incorporated under laws of New Jersey in Aug., 1899, to build, lease, purchase and operate street railways, electric light, gas, and water power plants. Since Oct., 1899, this company has purchased the Montoursville Passenger Ry. and the Lewisburg, Milton & Watsontown Electric Ry., with the electric lighting systems included in each, the Michigan Traction Co., of Battle Creek and Kalamazoo, Mich., the Elmira & Seneca Lake Ry., of Elmira, N. Y., and $40,000 of stock and $200,000 of bonds of the Newtown Electric St. Ry., of Newton, Pa.

Capital Stock, authorized, $10,000,000, issued, $1,500,000; par value, $5 per share.

BONDS OWNED.	Par value.
Newtown Electric St. Ry., 5 p. c. bonds....................	$200,000
Elmira & Seneca Lake Ry., 5 p. c. bonds..................	230,000
Lewisburg, Milton & Watsontown Passenger Ry., 5 p.c. bonds	150,000
Montoursville Electric St. Ry., 5 p. c. bonds..............	75,000
Total..	$655,000

STOCKS OWNED.	Par value.
Lewisburg, Milton & Watsontown Passenger Ry. Co.......	$150,000
Milton Electric Light & Power Co........................	27,750
Montoursville Passenger Ry. Co.........................	75,000
Montoursville Electric Light Co.........................	10,000
Elmira & Seneca Lake Ry..............................	153,000
Michigan Traction Co..................................	330,000
American Engineering Co...............................	200,000
Newtown Electric St. Ry. Co............................	40,000
Total..	$985,750

Officers.—Pres. Evans R. Dick, Sec. & Treas. John J. Collier, Cons. Engr. H. A. Foster, Gen. Supt. D. A. Hegarty.

Directors.—W. W. Gibbs, S. B. Vrooman, George S. Graham. Evans R. Dick, R. J McKinstry, J. R. McAllister, Jay Cooke, 3d., J. O. Hoffman, R. H. Rushton.

General Office, 310 Chestnut St., Philadelphia, Pa.

Reference.—Annual meeting, Vol. XVI, Oct. 6, '00, p. 905 (tables).

Date of information Feb., 1901. z

Roxborough, Chestnut Hill & Norristown Railway Co.—In Feb., 1898, this company leased the Wissahickon Electric Ry. for 999 years. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $450,000, issued, $198,400.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $396,000, issued, $371,000; in treasury, $25,000; coupon, but may be registered; dated June 1, 1896, due 1926; denom. $1,000; int. payable June & Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, Pa., trustee of mortgage.

Operation.—Year ending

	Dec. 31,		June 30,		
	1896.	1897.	1898.	1899.	1900.
Rec. from passengers...	$77,456	$84,062	$94,769	$111,960	$122,512
" other sources..	613	1,169	1,180	324	1,591
" total..........	78,069	85,231	95,949	112,284	124,103
Operating expenses....	49,992	56,758	58,758	70,270	82,248
Earnings from op.......	$28,077	$28,473	$37,191	$42,014	$41,855
Deductions from earnings.					
Interest on bonds..	14,720	18,550	18,550	18,545	32,255
Taxes............			4,267	4,895	
Rentals...........			1,215	2,914	
Other deductions...			197		
Net income............	13,357	9,923	12,962	5,657	9,600
Dividends paid.........				4,960	
To surplus account.....	13,357	9,923	1,530	697	*6,272
Total surplus account..,	23,248	35,237	36,767	47,963	41,691

*Deficit.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.
Cost of road and equip.	$577,747	$590,898	$598,525	$606,458	$612,332
Cash	23,648	23,391	12,956	16,288	15,716
Bills & acc'ts receivable	10	24	1,275	636	5,249
Material and supplies...	1,251	969		2,060	2,290
Stock of other companies			3,956	5,749	
Bonds in treasury......	25,000	25,000	25,000	25,000	25,000
Other assets...........	514	521	629		9,492
Total	$628,170	$640,803	$642,341	$656,191	$671,079
LIABILITIES.					
Capital stock................		$198,400	$198,400	$198,400	$198,400
Funded debt..................		396,000	396,000	396,000	396,000
Accrued interest.	1,545	1,605	1,545	1,540	10,871
Bills and acc'ts payable.	1,336	400	694	4,078	7,051
Other liabilities........	7,641	9,161	8,935	8,210	17,066
Profit and loss (surplus).	23,248	35,237	36,767	47,963	41,691
Total	$628,170	$640,803	$642,341	$656,191	$671,079

Plant and Equipment.—Miles of track (electric), 21; gauge, 5 ft. 2½ in.; 70 and 90 lb. girder rail; 51 cars, of which 43 are motor cars and 8 trail cars; 1800 H. P. station plant; Ball & Wood and Lake Erie engines, Gen. Elec. dynamos and motors. Brill cars and trucks.

Officers.—Pres. J. A. Rigg, Sec. W. B. Smith, Treas. M. C. Aulenbach, Gen. Supt. Geo. Hoegler.

Directors.—Robt. N. Carson, W. M. Ring, H. W. Biddle, G. M. Brill, R. Nelson Buckley, Jno. A. Rigg, S. F. Houston, E. J. Moore, H. C. Moore.

General Office, Roxborough, Philadelphia, Pa.

Date of information, Feb., 1901. b

Southwestern Traction Co.—Chartered in Apr., 1898, to construct an electric railway from Monamensing Ave. to Bow Creek. In Feb., 1900, the road was being operated for about 16 miles.

Capital Stock, authorized and issued, $450,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $400,000; dated 1898, due 1920; denom. $1000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Officers.—Pres. E. A. Tennis, Treas. U. H. Hapsenplug.

Date of information. Feb., 1901. x

The Holmesburg, Tacony & Frankford Electric Railway Co.—A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $750,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $400,000; coupon, but may be registered; dated May, 1895, due 1925; denom. $500 and $1,000; int. payable May and Nov., at office of the Real Estate Title Insurance & Trust Co., of Philadelphia.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Total receipts....................	$105,574	$94,696	$98,886	$107,467
Operating expenses..............	75,566	79,903	75,497	64,016
Earnings from operations.........	30,008	14,793	23,389	43,451
Deductions from earnings				
Taxes........................	4,246	4,474	4,387	3,036
Interest......................	20,000	20,000	20,000	20,000
Rentals.......................	2,771	5,118	3,865	4,015
Net income.....................	2,991	*14,799	*4,863	16,400
Dividends......................				10,500

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road...............	$ 784,474	$ 783,299	$ 837,973	$ 865,760
" equipment........	291,495	287,178	285,118	285,289
Cash.....................	6,387	2,107	10,220	19,904
Open accounts............	516	3,686	833	
Bills receivable..........	410	5,500	36	2,423
Other assets.............		474	377	1,842
Profit and loss (deficit)....	3,904	18,703	26,020	
Total................	$1,087,187	$1,100,947	$1,160,577	$1,175,218
LIABILITIES.				
Capital stock.............	$ 675,000	$ 680,000	$ 750,000	$ 750,000
Funded debt..............	400,000	400,000	400,000	400,000
Accounts payable........	8,428	17,151	5,631	5,659
Interest..................	3,758	3,796	4,946	13,659
Profit and loss (surplus)..				5,900
Total................	$1,087,187	$1,100,947	$1,160,577	$1,175,218

Plant and Equipment.—Miles of track (electric), 17; gauge, 5 ft. 2¼ in.; 60 lb. T and girder rail; 54 motor cars; Ridgway engines, Thompson-Ryan dynamos, Gen. Elec. motors, American and Brill cars.

Officers.—Pres. John A. Riggs, Sec. Wm. B. Smith, Treas. M. C. Aulenbach, Gen. Supt. J. C. Lugar, Jos. L. Caven.

Directors.—Frank F. Bell, Joseph L. Caven, R. N. Buckley, R. N. Carson, E. J. Moore, John A. Rigg.

General Office.—5 No. 5th St., Philadelphia, Pa.

Date of information, Feb., 1901. b

United Power & Transportation Co.—This company was incorporated under the laws of New Jersey, April 20, 1899, to construct, purchase and operate street railways, electric lighting and power plants, and has secured a controlling interest in the following companies:

	Shares owned.	Total shares.
Citizen's Electric Light & Power Co., of Delaware Co.	6,194	7,000
Delaware Co. & Phila. Electric Ry. Co., of Phila., Pa.	5,993	6,000
Edison Electric Illuminating Co., of Lebanon, Pa.....	9,891	10,000
Holmesburg Tacony & Frankford Electric Ry. Co., of Phila., Pa	14,972	15,000
Lebanon Valley Street Ry. Co., of Lebanon, Pa......	9,991	10,000
Roxboro, Chestnut Hill & Norristown Ry. Co., of Phila. Co..........	3,938	4,000
Schuylkill Valley Traction Co., of Norristown, Pa....	8,000	10,000
Trenton Street Ry. Co., of Trenton, N. J............	19,953	20,000
United Traction Co., of Reading, Pa................	7,991	8,000
Wilkesbarre & Wyoming Valley Traction Co., of Wilkesbarre, Pa..........	49,552	50,000
Wilkesbarre, Dallas & Harvey's Lake Ry. Co., of Wilkesbarre, Pa..........	3,893	4,000
Wilmington & Chester Traction Co., of Wilmington, Del..........	39,993	40,000
Wilmington City Ry. Co., of Wilmington, Del	4,962	5,100

Capital Stock, authorized, $12,500,000, issued, $3,125,000; paid in by June 1, 1901, $2,500,000; par value, $25 per share.

Funded Debt.—Consists of 4 p. c. collateral certificates in two series, as follows:

Series "A." Under a trust agreement of the United Power & Transportation Co. with the New York Security & Trust Co., trustee, dated May 1, 1899, (under which $7,788,797 United Railways Gold Trust Certificates have been issued by the said trustee), the United Power & Transportation Co. has deposited with the trustee the shares owned of the Holmesburg, Tacony & Frankford Electric Ry., the Trenton Street Ry., the Wilmington City Ry., the United Traction Co., the Wilkesbarre & Wyoming Valley Traction Co. and the Wilmington & Chester Traction Co., a total of 137,423 shares. Under this agreement an additional amount ($56,203) of certificates will be issued by the trustee upon deposit of the remaining 677 shares of the above named companies.

Series "B." Under a trust agreement of the United Power & Transportation Co. with the Real Estate Title Insurance & Trust Co. of Philadelphia, dated May 1, 1899, (under which $998,833 Delaware County Ry. Gold Trust Certificates have been issued), the United Power & Transportation Co. has deposited with the trustee the 5,993 share of the Delaware County & Philadelphia Electric Ry. Co. Under this agreement an additional amount ($1,167) of certificates will be issued by the trustee upon deposit of the remaining 7 shares of the above named company.

Both series "A" & "B" are issued in $100, $500 and $1,000 certificates, and the principal of both is due at the option of the holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the company. The interest (payable Jan. and July) and principal of both series are payable, tax free, in gold at office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

Operation.—	Period Apr. 20 to Dec. 31, 1899.	Year ending Dec. 31, 1900.
Gross income..............................	$425,400	$594,625
Expense account..............................	*32,454	8,582
Interest..............................	5,090	359,484
Taxes..............................		3,062
Fixed charges, being semi-annual payments on gold trust certificates..............	179,726	
Net income..............................	208,130	223,497
Dividends paid Jan 20, 1900..................	62,500	207,500
Surplus..............................	$145,630	$15,997

Dividends, Jan. and July, 1900, $62,500 each; Jan., 1901, $125,000.

*Includes $20,740 as extraordinary expenses of incorporation, issuance of certificates, revenue stamps, etc., incidental to organization.

Officers.—Pres. John A. Rigg, V. Presidents R. N. Carson and H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Supt. Frank L. Fuller.

General Office, Bullitt Bldg., Phila., Pa.

Date of information, Feb., 1901. x

LEASED LINES.

Catharine & Bainbridge Streets Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., on Mar. 1, 1890, for 99 years. On Sept. 24, 1895, the lease was amended to run for 999 years from Mar., 30, 1890, at an annual rental equivalent to the interest on the lessor's funded debt. This road is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $400,000, par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; coupon, but may be registered; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, Thos. Dolan, J. J. Sullivan, Jno. B. Parsons.

Date of information, Feb., 1901. z

The Centennial Passenger Railway Co.—Chartered, May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 21, 1893. This road is now operated by the Union Traction Co.

Capital Stock, authorized, $15,000, paid in, $1,500.

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Feb., 1901. z

Chelton Avenue Passenger Railway Co.—Chartered May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 1, 1895. On July 1, 1896, this road was leased to the Union Traction Co. at a guaranteed dividend of 6 p.c. on the par value of the capital stock actually issued.

Capital Stock, authorized, $78,000, issued, $39,000; par value, $50 per share.

Operation.—Included in report of the People's Passenger Ry. Co. (which see).

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Feb., 1901. z

Citizens' Clearfield & Cambria Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1895 by the Electric Traction Co.

Leased, on July 1, 1896, to the Union Traction Co. for 999 years at an annual rental of 6 p. c. upon the capital stock actually issued.

Capital Stock, issued, $6,000.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith.

Date of information, Feb., 1901. z

Citizens' East End Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co.

Leased, on July 1, 1896, to the United Traction Co., for 999 years at a guaranteed dividend of 6 p. c. per annum upon the capital stock actually issued.

Capital Stock, issued, $15,000, paid in, $1,500.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, W. H. Shelmerdine, Alfred Smith.

Date of information, Feb., 1901. z

Citizens' Passenger Railway Co.—Chartered Mar. 25, 1858. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $500,000, paid in, $192,500; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July, Oct.

Leased, on August 17, 1893, to the Electric Traction Co. (originally, on April 1, 1892, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years at an annual rental running from $115,000 in 1893 to $140,000 in 1899 and thereafter.

This lease is now assigned to the Union Traction Co.

Officers.—Pres. Chas. S. Ellis, Sec. & Treas. Wm. F. King.

Directors.—Richard M. Hartley, Frank H. Ellis, Jno. H. Sloan Jno. McCarthy, Jas. F. McLaughlin.

Date of information, Feb., 1901. z

The Continental Passenger Railway Co.—Chartered Sept. 3, 1873. Annual meeting second Monday in Jan.

Leased, on Jan. 1, 1880, to the Union Passenger Ry. Co. for 99 years, at a rental equivalent to fixed charges and a dividend of 12 p. c. on capital stock ($6 per share, $120,000 per annum); now controlled by the Philadelphia Traction Co., and operated by the Union Traction Co.

This company leased the Seventeenth & Nineteenth Streets Passenger Ry. Co. on July 1, 1879, for 99 years.

Capital Stock, authorized and issued, $1,000,000, paid in, $580,000 ($29 per share); par value, $50 per share. Dividends 12 p. c., payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $290,000; dated June 30, 1879, due July 1, 1909; denom. $500 and $1,000; int. payable Jan. and July, at office of Land Title & Trust Co.; trustees of mortgage, Wm. Elliot and Wm. H. Kern.

Note.—The first mortgage bonds may be drawn at the rate of $20,000 per annum, after June 30, 1884.

Foreclosure proceedings may be instituted by holders of $1,000 in bonds upon default of principal or interest.

Officers.—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Geo. D. Widener, Clay Kemble, Wm. J. Elliott, Geo. W. Elkins.

Date of information, Feb., 1901. z

The Electric Traction Co. of Philadelphia.—Chartered May 8, 1893. Annual meeting in Oct.

The company owns 10,001 shares of the capital stock of the Omnibus Co. General (now dissolved) and 10,100 shares of the capital stock of the Lehigh Avenue Ry. Co. It controls by original and assigned leases the Frankford & Southwark Philadelphia City Pass. R. R. Co. (including Lombard & South Street Pass. Ry. Co., not now in existence), Citizens' Pass. Ry. Co., Second & Third Streets Pass. Ry. Co. The company has constructed and operates the lines of the Citizens' East End Street Ry. Co. and the Citizens' Clearfield & Cambria Street Ry. Co. It has also done some preliminary work for the Citizens' North End Street Ry. Co. and the Brown & Parrish Street Ry. Co.

For details of capitalization and terms of leases, etc., see report of the Union Traction Co.

Lease.—This system, including all the lines named above, was leased to the Union Traction Co., on July 1, 1896, for 998 years and 3 months. The Union Traction Co. had previously (on Oct. 1, 1895) purchased a large controlling interest in the capital stock of this company, exchanging therefor its own trust certificates. (See Union Traction Co.)

Capital Stock, authorized, $8,750,000 (by vote of stockholders), issued, $8,297,920; par value, $50 per share. (See note above.)

Funded Debt.—The company has no direct funded indebtedness, but has assumed the outstanding bonds of other companies to the amount of $282,100.

Operation.—(See Union Traction Co.)

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Alex. M. Fox, Thomas Dolan, Chas. E. Ellis, Jas. H. Gray, M. W. Lipper, Horace T. Potts, Jno. L. Clawson.

References.—Description of road, Vol. X, Jan., '94, p. 9 (ill.); Vol. X, Oct., '94, p. 607 (ill); description of cars, Vol. X, May, '94, p. 289 (ill.); description of road, Vol. XI, June, 95, p. 393 (ill.); description of South St. power station, Vol. XI, Oct., '95, p. 655 (ill.); description of repair shop, Vol. XI, Dec., '95, p. 787 (ill.).

Date of information, Feb., 1901. z

Empire Passenger Railway Co.—Chartered Feb. 10, 1869. Annual meeting first Monday in Jan.

Leased to Philadelphia Traction Co. (originally to the Citizens' Pass. Ry. Co. and Seventeenth & Nineteenth Streets Pass. Ry. Co., jointly, on Dec. 26, 1873), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 3½ p. c. coupon bonds, authorized and issued, $200,000; dated July 1, 1900, due July 1, 1930; denom. $500; int. payable Jan. and July, at office of Land Title & Trust Co., trustee of mortgage.

Officers.—Pres. Geo. D. Widener, Sec. & Treas. Alex. Rennick.

Directors.—Wm. L. Elkins, P. A. B. Widener, Geo. D. Widener, J. B. Parsons, Thomas Dolan.

Date of information, Feb., 1901. z

Fairmount Park & Haddington Passenger Railway Co.—Chartered July 28, 1892.

Leased to the Hestonville, Mantua & Fairmount Passenger Ry. Co. May 6, 1895, for the term of 999 years, at a guaranteed rental of 6 p. c. on the capital stock of the company. Operated by Union Traction Co. under this lease, since Jan. 27, 1898.

Capital Stock, $300,000.

Funded Debt.—None.

Officers.—Pres. Isaac Blum, Sec. & Treas. B. F. Dennison.

Directors.—Isaac Blum, Samuel Y. Hebner, Geo. D. McCreary, Simom J. Martin, Martin V. Burton, J. R. Foulke.

General Office, 1107 Market St., Philadelphia.

Date of information, Feb., 1901. z

Frankford & Southwark Philadelphia City Passenger Railroad Co.—Chartered Apr. 4, 1854, under the name of the Philadelphia & Delaware River R. R. Co. Title changed by act of Assembly, Apr. 9, 1858. In Apr., 1892, this company leased the Citizens' Passenger Ry. Co.; in Jan., 1893, it leased the Second & Third Streets Passenger Ry. Co.; and in Apr., 1893, it acquired, by exchange of stock, the Lombard & South Street Passenger Ry. Co. Annual meeting second Monday in Jan.

Leased, with all constituent companies, on July 1, 1893, for 999 years to the Electric Traction Co. for $2,500 per annum, for organization expenses, and an annual rental running from $450,000 in 1894 to $600,000 in 1901 and $675,000 in 1903 and thereafter.

This lease is now assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,875 000; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July and Oct., at company's office.

Funded Debt—Lombard & South Street Pass. R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Nov. 11, 1881, due Dec. 1, 1901, but redeemable after Dec. 1, 1886; denom. $500 and $1,000; int. (free of tax), payable June and Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

West End Pass. Ry. Co.'s first mortgage 7 p. c. coupon bonds, authorized, $150,000, outstanding, $132,100; dated Oct. 1, 1875, due 1905; denom. $100 and $500; int. payable Apr. and Oct., at office of Electric Traction Co.; trustee of mortgage, Philadelphia Trust, Safe Deposit & Insurance Co.

Note.—Foreclosure proceedings may be instituted on the L. & S. first mortgage bonds at the request of the holders of one-third of the amount outstanding.

Officers.—Pres. J. J. Sullivan, Sec. & Treas. R. C. Brewster.

Directors.—Alfred Smith, Chas. S. Lincoln, Edgar Fries, Geo. S. Gaudy, Alex. M. Fox, Jas. H. Gay, Chas. E. Ellis, M. W. Lipper, F. Weckerly, H. T. Potts, Jas. F. Sullivan, Jno. H. Noblit,

Date of information, Feb., 1901. z

Germantown Passenger Railway Co.—This is a consolidation, on Feb. 15, 1866, of the Fairmount Park & Delaware River Pass. Ry. Co. (originally incorporated as the Richmond & Schuylkill River Pass. Ry. Co.) and the Germantown Pass. Ry. Co. Annual meeting second Monday in June.

Leased, on Oct. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 9 p. c. on the capital stock issued ($4.50 per share, $135,000 per annum). By a new agreement made Dec. 1, 1893, the dividend was to be increased on Jan. 1, 1895, to $4.75 per share, on Jan., 1896, to $5.00 per share, and on Jan. 1, 1897, and thereafter to $5.25 per share ($157,500 per annum.) It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000; paid in $572,860; ($15 per share on 20,000 shares and $35 per share on 10,000 shares); par value, $50 per share. Dividends payable quarterly in Jan., Apr., July and Oct.

Funded Debt.—Fairmount Park & Delaware River Pass. Ry. Co.'s first mortgage 5 p. c. registered bonds, authorized, $100,000; outstanding, $67,500; dated Oct. 22, 1864, due Dec. 1, 1884, but extended to June 1, 1904; denom. $500; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co.; trustees of mortgage, Pearson S. Peterson and David Stuart.

Note.—The first mortgage bonds are a lien upon the line on Girard Ave. running east to Frankford Ave., and returning west to Schuylkill River, being that portion of the present system originally owned by the Fairmount Park & Delaware River Pass. Ry. Co.

Foreclosure proceedings may be instituted at the request of holders of $20,000 in bonds for default in principal or interest. The first and second mortgage bonds are subject to taxation.

Officers.—Pres. Martin V. Burton, Sec. J. J. Gilroy, Treas. H. J. Delaney.

Directors.—M. V. Burton, M. Siedenbach, H. Siedenbach, C. B. Moore, Wm. Dulles, S. H. Jarden.

Date of information, Feb, 1901. z

Girard Avenue Railway Co.—Chartered May 17, 1894. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from May 30, 1895. On July 1, 1896, this road was leased to the Union Traction Co., at a guaranteed dividend of 6 p. c. on the capital stock actually issued.

Capital Stock, authorized, $9,000; issued, $5,000.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—Geo. W. Elkins, J. B. Parsons, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

General Office, 8th and Dauphin Sts., Philadelphia.

Date of information, Feb., 1901. b

Green & Coates Streets Philadelphia Passenger Railway Co.—Chartered Apr. 21, 1858. Annual meeting second Monday in Jan.

Leased, on Sept. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 12 p. c. per annum on the capital stock ($6 per share, $60,000 per annum). It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $150,000 par value, $50 per share. Dividends 12 p. c., payable Jan., Apr., July and Oct. by Real Estate Title, Insurance & Trust Co.

Funded Debt.—The funded debt of this company consisted of first mortgage 6 p. c. bonds, authorized and issued, $100,000; due July 15, 1898. The bonds were paid on that date and the mortgage cancelled.

Officers.—Pres. Moses A. Dropsie, Sec. & Treas. Lewis S. Renshaw.

Directors.—Gabriel E. Dropsie, Wm. Dulles, Jas. F. Sullivan, M. Siedenbach, H. Siedenbach, M. Troutman, Jos. Koch, M. V. Burton, B. F. Hart, S. H. Jarden, Jas. Buckman, Edgar Fries.

Date of information, Feb., 1901. z

Hestonville, Mantua & Fairmount Passenger Railway Co.—Chartered Apr. 6, 1859, in perpetuity. Annual meeting second Monday in Jan. On Dec. 10, 1864, the Fairmount & Arch Street Pass. Ry. Co., and on Jan. 1, 1865, the Fairmount Pass. Ry. Co. were consolidated with this company. The Fairmount Park & Haddington Passenger Ry. Co. is leased by this company.

Leased to the Union Traction Co. for 999 years from Jan. 1, 1898, at an annual rental of $110,678, being 6 p. c. on preferred stock and 4 p. c. on common stock, payable semi-annually, Jan. and July, and $3,000 for organization.

Capital Stock, authorized and issued, $2,500,000; par value, $50 per share.

6 p. c. preferred stock, $533,900; par value, $50 per share. Dividends payable Jan. and July. Preferred stock is entitled to share profits pro rata with common stock after 6 p. c. has been paid on both.

Funded Debt.—Second mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Mar. 1, 1882, due 1902; denom. $500; int. payable Mar. and Sept., at office of Guarantee Trust & Safe Deposit Co., trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $1,175,000, in escrow (see Note), $75,000; dated May 1, 1894, due 1924; denom. $500 and $1,000; coupon, but may be registered; int. payable May and Nov., at office of Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Ground rents, $22,367.

$75,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

Foreclosure proceedings may be instituted upon the second mortgage upon request of holders of one-third outstanding bonds for default in principal or interest.

Operation.—Included in report of the Union Traction Co., (which see).

Officers.—Pres. John B. Parsons, V. Pres. W. H. Shelmerdine, Sec. & Treas. Chas. O. Kruger, Asst. Sec. & Treas. Thomas B. Foot.

Directors.—W. H. Shelmerdine, J. J. Sullivan, Jas. E. Widener, W. L. Elkins, Jr., A. M. Fox, Jr.

References.—Description of road, Vol. X, Jan., '94, p. 10; Vol. X, Oct., '94, p. 606 (ill); (brief) Vol. X, June, '94, p. 356; description of power plant, Vol. X, Nov., '94, p. 721 (ill.); increase in stock and bonds, Vol. X, Mar., '94, p. 275; annual report, Vol. X, Feb., '94, p. 146; description of power station record, Vol. XII, Apr., 96, p. 235; power station records, Vol. XIII, Sept. '97, p. 541; sale of stock, Vol. XIII, Dec. '97, p. 870; operating detail, Vol. XIV, Jan. '98, p. 13 (ill.)

Date of information, Feb., 1901. z

Huntingdon Street Connecting Passenger Railway Co.—Chartered Feb. 15, 1894.

Leased to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, at an annual rental equivalent to all taxes and license fees, the sum of $250 and a dividend of 6 p. c. per annum on the capital stock actually issued. It is understood that this lease is now assigned to the Union Traction Co.

Capital Stock, paid in $6,000.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jno. L. Parsons.

Date of information, Feb., 1901. z

Kessler Street Connecting Passenger Railway Co.—Chartered May 17, 1892. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally to the Union Pass. Ry. Co., on June 30, 1892, for 999 years). By the terms of the lease, the lessee is to pay fixed charges and an annual rental of $300. It is understood that the lease has now been **assigned** to the Union Traction Co.

Capital Stock, authorized and issued, $5,000, fully paid up.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jno. D. Parsons.

Date of information, Feb., 1901. z

The Lehigh Avenue Railway Co. of Philadelphia.—Chartered Dec., 1873. Annual meeting second Monday in Jan. This company is controlled by the Union Traction Co., but is in independent operation. Operation by the trolley system commenced Nov. 11, 1894.

Capital Stock, authorized, $1,000,000, paid in, $600,000; par value, $50 per share. Stock is registered by the Guarantee Trust Co.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass...	$60,347	$129,254	$100,330	$102,416	$112,214
" other sources.	3,439	1,596	2,473	2,748	4,684
" total.........	63,786	130,850	102,803	105,164	116,898
Operating expenses.	38,591	106,383	80,328	75,672	177,095
Earnings from op'n.	25,195	24,467	22,475	29,492	*60,197

* Deficit.

Officers.—Pres. & Gen. Man. Jno. B. Parsons, V. Pres. Alfred Smith, Sec. & Treas. Chas. O. Kruger.

Directors.—Jermiah J. Sullivan, George D. Widener, M. W. Lipper, Geo. W. Elkins, W. H. Shelmerdine.

Date of information, Feb., 1901. b

The Marshall Street Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., for 999 years, from Oct. 1, 1895, at an annual rental equivalent to fixed charges, 6 p. c. per annum on par value of stock actually issued, together with the additional sum of $250 per annum. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $250,000, paid in, $25,000; par value, $50 per share.

Date of information, Feb., 1901. z

Northern Passenger Railway Co.—Chartered Sept. 29, 1890. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Pass. Ry. Co., for 999 years, from July 8, 1892. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $15,000, paid in, $1,500; par value, $50 per share.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Feb., 1901. z

People's Passenger Railway Co.—Chartered Apr. 15, 1873. Annual meeting second Tuesday in Jan. This company leases the Germantown Passenger Ry. Co., the Green & Coates Streets Philadelphia Passenger Ry. Co., the Northern Passenger Ry. Co., the Centennial Passenger Ry. Co., the Girard Avenue Ry. Co., the Chelten Avenue Ry. Co. and the Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co. This company was formerly controlled by the People's Traction Co. through ownership of stock.

Leased, on July 1, 1896, to the Union Traction Co.

Capital Stock.—Common stock, authorized and issued, $1,500,000, paid in, $740,000; par value, $25 per share. 58,415 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Preferred stock, authorized and issued, $750,000, paid in, $277,402; par value, $25 per share. 23,000 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and outstanding, $250,000; dated Jan. 15, 1875, due 1905; denom. $1,000; int. payable, Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustees of mortgage, Curwen Stoddart and Chas. E. Kreamer.

Second mortgage 5 p. c. coupon bonds, authorized, $500,000, outstanding, $458,000; dated July 15, 1881, due 1911; denom. $1,000; int. (free of tax), payable Jan. 15 and July 15, at office of Real Estate

Title & Trust Co., of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia. These bonds are commonly called "first mortgage," having been so printed in expectation that the real first mortgage bonds above described would be retired, which has not been done, except in part.

Consolidated mortgage 5 p. c. coupon bonds, authorized, $1,125,000, outstanding, $367,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable (free of tax) Mar. and Sept., at office of Real Estate Title & Trust Co., of Philadelphia,; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The first, second and consolidated mortgage bonds are all liens upon the road, franchises and real estate owned or hereafter acquired. The consolidated mortgage, in addition, covers all leasehold interests, horses, machinery, rolling stock and other equipment, but not the stocks of the other companies owned.

Foreclosure proceedings may be instituted at the request of holders of six-tenths of the outstanding bonds.

Operation.—Included in report of Union Traction Co.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, G. W. Elkins, G. D. Widener, J. J. Sullivan, Wm H. Shelmerdine.

References.—Notes, Vol. VI, July, '90, p. 328; description of stables, Vol. VI, Aug., '90, p. 398.

Date of information, Feb., 1901. z

The People's Traction Co. of Philadelphia.—Chartered Mar. 6, 1893, in perpetuity. This company has been consolidated with the Union Traction Co. (by lease and surrender of stock). The company formerly owned 58,415 shares (out of 60,000 shares) of the common stock, and 23,000 shares (the entire issue out of 30,000 shares authorized) of the preferred stock of the People's Passenger Ry. Co. This stock has now been transferred to the Union Traction Co.

Capital Stock, authorized and issued, $6,000,000; par value, $30 per share. This stock has all been purchased by the Union Traction Co. at $76 per share, and payment made in collateral trust certificates of the Union Traction Co. (which see).

Funded Debt.—People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000; issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee. The payment of these certificates, principal and interest, has been assumed by the Union Traction Co. (which see).

Note.—The trust certificates are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅔ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon.

On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

References.—Description of road, Vol. X, Jan., '94, p. 8 (ill.), Vol. XI, Jan., '95, p. 1 (ill.); description of power plant, Vol. XI; Souv., '95, p. 67 (ill.).

Date of information, Feb., 1901. z

Philadelphia, Cheltenham & Jenkintown Passenger Railway Co.—Chartered Aug. 9, 1892.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years, from Jan., 24, 1895. This lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $60,000.

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith, Thos. Dolan.

Date of information, Feb., 1901. z

The Philadelphia City Passenger Railway Co.—Chartered Apr. 9, 1859. Annual meeting second Monday in Jan. On Feb. 19, 1870, this company leased the property of the Philadelphia & Darby Ry. Co. for 999 years from Jan. 1, 1870, at an annual rental of $8,000, together with fixed charges and $50 per annum for organization expenses. This lease has now been assigned to the Union Traction Co. through the Philadelphia Traction Co.

Leased, on Jan. 1, 1884, to West Philadelphia Passenger Ry. Co. for 900 years, at a rental equivalent to interest on funded debt, $2,500 per year for organization expenses, and a dividend of $7.50 per share ($150,000 per annum, since Jan., 1890). The company is now controlled by the Union Traction Co., through the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co.

Capital Stock, authorized and issued, $1,000,000, paid up, $475,000 ($23.75 per share), par value, $50 per share. Dividends 15 p. c., payable Jan. and July.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated May 1, 1861, due 1881, but extended to Jan. 1, 1910; denom. $500; int. payable Jan. and July, at People's Bank; trustee of mortgage, Charles Henry Fisher.

Debenture 7 p. c. registered bonds, authorized and issued, $100,000; dated Mar. 1, 1875, due 1895; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Philadelphia Traction Co.

Note.—Foreclosure proceedings may be instituted at request of holders of $100,000 in bonds upon default in principal or interest.

Officers.—Pres. Wm. W. Colket, Sec. & Treas. T. W. Pennypacker.

Directors.—W. S. Wilson, Wm. Cochran, Jno. M. Chestnut, C. W. Walton, Jno. A. Brown, Jr., Wm. West.

General Office, 202 Walnut St., Philadelphia.

Date of information, Feb., 1901. z

Philadelphia & Darby Railway Co.—Chartered by reorganization May 2, 1881. Annual meeting second Monday in Jan.

Leased to the Philadelphia City Passenger Ry. Co., on Jan. 1, 1870, for 999 years, for a rental equivalent to fixed charges and a dividend of 4 p. c. ($8,000 per annum) on capital stock. The company is now controlled by the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co., lessee of the Philadelphia City Passenger Ry. Co., and is operated by the Union Traction Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends 4 p. c. less state tax, payable Jan. and July.

Funded Debt.—First mortgage 4 p. c. coupon bonds, authorized and issued, $100,000; dated May 1, 1867, due 1887, but extended to May 1, 1927; denom. $500; int. payable May and Nov., at People's Bank; trustee of mortgage, John P. McFadden.

Officers.—Pres. Beauveau Borie, V. Pres. Collin W. Walton, Sec. & Treas. Wm. W. Colket.

Directors.—C. W. Walton, Benj. S. Kunkle, Josiah Kisterbock, Jr., W. W. Colket, Wm. H. Pennypacker, Jno. Kisterbock.

Date of information, Feb., 1901. z

Philadelphia & Gray's Ferry Passenger Railway Co.—Chartered Apr. 9, 1858. Annual meeting third Tuesday in Jan.

Leased to the Philadelphia Traction Co., on Jan. 1, 1891, for 999 years, at a rental equivalent to taxes, expenses and $43,225 per annum until Jan., 1896, and $49,400 thereafter, equivalent to 7 p. c. and 8 p. c. respectively on par value of stock issued. The lines of the company are now controlled by the Union Traction Co. by virtue of its lease of the Philadelphia Traction Co.

Capital Stock, authorized, $1,000,000, issued, $617,500, paid in, $309,707; par value, $50 per share. Dividends payable at office of Real Estate Title, Insurance & Trust Co., of Philadelphia.

Officers.—Pres. Edw. Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Richard Dale, S. W. Woodhouse, B. F. Hart, Lewis Elkin, Isaac W. Jeanes, Wm. Dulles.

Date of information, Feb., 1901. z

Philadelphia Traction Co.—Chartered Nov. 28, 1888. Annual meeting last Tuesday in Nov.

The company owns the entire capital stock of the Catharine & Bainbridge Streets Ry. Co. and of the Seventeenth & Nineteenth Streets Passenger Ry. Co. together with 7,500 shares (out of 15,000 shares) of the capital stock of the West Philadelphia Passenger Ry. Co., 2,500 shares (out of 30,000 shares) of the capital stock of the Union Passenger Ry. Co. and 705 shares (out of 4,000 shares) of the capital stock of the Philadelphia & Darby Ry. Co. The company leases a large number of street railway properties in Philadelphia (see Union Traction Co. for details).

Leased in 1895, for 999 years, to the Union Traction Co., for a rental equivalent to fixed charges and 8 p. c. per annum ($1,600,000) on the outstanding capital stock.

Capital Stock, authorized, $30,000,000, issued and paid in, $20,000,000, par value, $50 per share. Dividends payable semi-annually, Apr. and Oct. Stock registered by the Pennsylvania Company for Insurance of Lives & Granting Annuities.

Funded Debt.—4 p. c. collateral trust gold coupon bonds, authorized, $1,300,000, outstanding, $911,328; dated Aug. 15, 1887, due 1917; denom. $1,000; int. payable Feb. 15 and Aug. 15, at People's Bank; trustee, Pennsylvania Company for Insurance of Lives & Granting Annuities. Payment of these certificates, principal and interest, is assumed by the Union Traction Co.

Note.—The collateral trust bonds are secured by the deposit with the trustee of 7,500 shares ($375,000) of the capital stock of the West Philadelphia Pass. Ry. Co. and 2,500 shares ($125,000) of the capital stock of the Union Pass. Ry. Co. By the conditions of the trust deed, the Traction Co. pays to the trustee $78,000 per annum, out of which interest on the outstanding bonds is paid, and the balance is passed by the trustee to a sinking fund to be used in the purchase of bonds for cancellation. Bonds may be drawn for sinking fund at 105 and interest. The trustee is to release 400 shares of the West Philadelphia stock and 125 shares of the Union stock for each $100,000 of bonds redeemed.

Upon default in principal or interest of the collateral trust bonds, the trustee may sell the collateral at the request of the holders of one-sixth of the outstanding bonds.

Assumed Indebtedness.—See Union Traction Co.

Operation.—Included in report of the Union Traction Co., (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road			$ 773,068	$ 773,068
Stocks	$ 5,106,155	$ 5,106,155	5,106,155	5,106,155
Open acts., const.	16,233,553	16,233,118	15,451,964	15,422,832
Equipment	3,357,550	3,429,550	3,429,550	3,429,550
Cash	147,859	51,912	6,555	3,952
Supplies	126,678	119,561	119,561	119,561
Total	$24,971,796	$24,940,296	$24,886,853	$24,855,118
LIABILITIES.				
Capital stock	$20,000,000	$20,000,000	$20,000,000	$20,000 000
Funded debt	992,580	952,708	911,328	868,368
Open accounts	3,874,324	3,914,196	3,910,576	3,924,536
Profit and loss (sur.)	104,892	73.392	64,949	62,214
Total	$24,971,796	$24,940,296	$24,886,853	$24,855,118

Officers.—Pres. Geo. D. Widener, V. Pres. Wm. L. Elkins, Sec. & Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Geo. W. Elkins, Thos. Dolan, Jno. L. Parsons, Jas. B. Altemus.

References.—Description of road, Vol. X, June, '94, p. 354 (ill.); Vol. X, Jan., '94, p. 1 (ill.); Vol. X, June, '94, p. 534; Vol. X, Oct., '94, p. 605 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. IX, Nov., '93, p. 777; annual report, Vol. IX, Jan., '93, p. 65; annual report, Vol. X, Jan., '94, p. 78; description of new car, Vol. IX, Feb., '93, p. 79 (ill.); description of heaters, Vol. X, Aug., '94, p. 493 (ill.); notes, Vol. VI, July, '90, p. 327 (ill.).

Date of information, Feb., 1901. z

Ridge Avenue Connecting Railway Co.—Chartered Sept. 6, 1892. Annual meeting second Monday in Jan.

Leased, Aug. 7, 1895, to the Philadelphia Traction Co., for 999 years from Oct. 1, 1895, at a rental equivalent to fixed charges, the sum of $250 per annum and a dividend of 6 p. c. on the capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $6,000, fully paid up.

Officers.—Pres. G. D. Widener, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Jas. McManes.

Date of information, Feb., 1901. z

The Ridge Avenue Passenger Railway Co.—Chartered Mar. 8, 1872. Annual meeting second Monday in Jan. This is a consolidation of the Girard College Passenger Ry. Co. and the Ridge Avenue & Manayunk Passenger Ry. Co.

Leased, on Sept. 1, 1892, to the Philadelphia Traction Co. for 999 years, at a rental of $10 per share from Sept., 1892, to 1895, and $12 per share thereafter, and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000, paid in, $420,000 ($28 per share); par value, $50 per share. Dividends 24 p. c., payable quarterly, Jan., Apr., July and Oct.

Officers.—Pres. E. B. Edwards, Sec. & Treas. Wm. S. Light.

Directors.—W. S. Grant, Jno. Lambert, Henry Norris, R. A. S. Penrose, Chas. B. Penrose.

Date of information, Feb., 1901. z

Schuylkill River Passenger Railway Co.—Chartered Apr. 16, 1866. Annual meeting second Monday in Jan.

Leased, Dec. 29, 1866, for 99 years to Philadelphia & Gray's Ferry Passenger Ry. Co., which is now leased to Philadelphia Traction Co. and operated by the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $50,000 ($5 per share); par value, $50 per share. All of the capital stock except 90 shares ($4,500) has been exchanged for the stock of the Philadelphia & Gray's Ferry Passenger Ry. Co. in the ratio of 5 to 1. The lessees now pay $.50 per share per annum on the outstanding stock in Jan. and July.

Officers.—Pres. Oliver Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Jos. Hopkinson, S. W. Woodhouse, Edw. Hopkinson, O. Hopkinson, Jr., Lewis Elkins, Isaac W. Jeanes.

Date of information, Feb., 1901. z

Second & Third Streets Passenger Railway Co.—Chartered Apr. 10, 1858. Annual meeting second Monday in Jan.

Leased to the Electric Traction Co. (originally, on Jan. 1, 1893, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years, at an annual rental of $2,250, and annual payments running from $180,234 in 1893 to $254,448 in 1902 and thereafter. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,060,200, paid in, $771,076; par value, $50 per share; dividends payable quarterly, Jan., Apr., July and Oct.

Officers.—Pres. Horace T. Potts, Sec. & Treas. Chas. D. Matlack.

Directors.—Alex. M. Fox, Alex. L. Crawford, Wm. Duller, Samuel Freeman, Wm. G. Fox, J. H. Catherwood, Jno. Lamon, Alfred Smith, Jno. L. Clawson, Thos. J. Rose, Chas. F. Thatcher, Wm. M. Fox.

Date of information, Feb., 1901. z

Seventeenth & Nineteenth Streets Passenger Railway Co.—Chartered Apr. 12, 1859. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally on July 1, 1879, to the Continental Passenger Ry. Co., and later, to the Union Passenger Ry. Co.). Now operated by the Union Traction Co. Lessee pays a rental of $15,000 per annum and all indebtedness.

Capital Stock, authorized and issued, $500,000, paid in, $250,000 ($25 per share); par value, $50 per share. Dividends payable Jan. and July. The entire capital stock is owned by the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1876, due 1906, but extended till 1919; denom. $500; int. since 1889, payable Jan. and July, at People's Bank; trustees of mortgage, Jas. N. Watson and David R. Garrison.

Note.—The first mortgage covers all corporate franchises and property, except properties at northeast corner of 19th and Master Sts. and southeast corner of 12th St. and Montgomery Ave.

Balance Sheet.—Dated June 30, 1899. (Same for 1896–7–8.)

Assets.		Liabilities.	
Construction	$864,360	Capital stock	$250,000
Equipment	39,929	Bonds	100,000
		Due lessee company	554,289
Total	$904,289	Total	$904,289

Officers.—Pres. C. Kemble, Treas. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, Wm. L. Elkins, Jr., Jno. B. Parsons, Jos. B. Altemus.

Date of information, Feb., 1901. z

Thirteenth & Fifteenth Streets Passenger Railway Co.—Chartered, Apr. 8, 1858. Annual meeting second Monday in Jan.

Leased to Philadelphia Traction Co. on Jan. 1, 1892. Lessee is to pay a rental equivalent to fixed charges, $1,200 per annum, and the annual payments running from $180,000 in 1892, to $240,000 in 1900 and thereafter. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $334,529; par value, $50 per share. Dividends payable June and Dec.

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and issued, $100,000; due Oct. 1, 1903; denom. $500; int. payable Apr. and Oct., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Consolidated mortgage 5 p. c. coupon bonds, authorized $500,000, issued, $400,000; in escrow to retire the first mortgage bonds, $100,000; dated Jan. 1, 1894; due 1931; int. payable (free of taxes), Jan. and July, at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Philadelphia Traction Co.

Real estate mortgages, $90,000.

Officers.—Pres. B. S. Kunkle, Sec. & Treas. Jas. P. Richardson.

Directors.—Geo. W. Hall, Wm. R. Warner, Jno. C. Bingham, Travis Cochran, Charles E. Weed.

Date of information, Feb., 1901. z

Twenty-Second Street & Allegheny Avenue Passenger Railway Co.—Chartered May 28, 1890. Annual meeting second Monday in Jan.

Leased, Dec. 5, 1894, to the Philadelphia Traction Co. for 99 years, from Mar. 1, 1894. Lease amended Sept. 24, 1895, so as to run 999 years. By the terms of the lease the lessee company is to pay a rental equivalent to fixed charges and $60,000 per annum. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $500,000, all in treasury of the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, issued, $700,000.

Officers.—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Wm. H. Shelmerdine, Thomas Dolan.

Date of information, Feb., 1901. z

The Union Passenger Railway Co.—Chartered Apr. 8, 1864. Annual meeting second Monday in Jan. This company, on Jan. 1, 1880, leased the Continental Passenger Ry. Co. for 99 years at a rental equivalent to fixed charges and the sum of $120,000 per annum. This lease was assigned to the Philadelphia Traction Co.

Leased to the Philadelphia Traction Co., June 30, 1884, for 999 years at a rental equivalent to fixed charges and a dividend of 19 p. c. on the capital stock issued ($9.50 per share and $285,000 per annum), and is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000, paid in, $925.000; par value, $50 per share. Dividends, payable Jan. and July. $125,000 of this stock is owned by the Philadelphia Traction Co., and forms part of the security of the latter's collateral trust bonds.

Funded Debt.—First coupon 5 p. c. mortgage bonds, issued, $500,000; dated Mar. 21, 1881, due Mar. 31, 1911, denom. $100 and $500; int. (free of tax), payable Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $250,000; dated Feb. 2, 1884, due 1910; denom., $100 and $500; int. (free of tax) payable Apr. and Oct. at office of Land Title & Trust Co.; trustees of mortgage, Wm. H. Kern and Henry Bumm.

Note.—The first and second mortgage bonds cover the franchises and all property except real estate.

The first mortgage bonds may be redeemed at 5 months' notice at the rate of $20,000 per annum, after Mar. 31, 1886.

Foreclosure proceedings may be instituted at the request of holders of $10,000 in bonds, for default in principal or interest.

Officers.—Pres. Geo. D. Widener, V. Pres. W. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. Widener, Jos. E. Widener, Jas. McManes. Thomas Dolan, Wm. S. Stokely.

Date of information, Feb., 1901. z

The Walnut Street Connecting Passenger Railway Co. of the City of Philadelphia.—Chartered May 8, 1890. Annual meeting second Monday in Jan.

Leased Aug. 7, 1895, to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, for a rental equivalent to fixed charges, $250 per annum, and a dividend of 6 p. c. per annum, on capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $50,000; par value, $50 per share.

Officers.—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Jas. E. Widener, Geo. D. Widener, Wm. L. Elkins, Thomas Dolan, Jno. B. Parsons.

Date of information, Feb., 1901. z

West Philadelphia Passenger Railway Co.—Chartered May 14, 1857. Annual meeting first Tuesday in Nov.

Leased to Philadelphia Traction Co. on Jan. 1, 1884, for 999 years at an annual rental equivalent to fixed charges and 20 p. c. on capital stock ($150,000), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000; par value, $50 per share. One-half this capital stock ($375,000), is owned by Philadelphia Traction Co., and forms a part of the security for the latter's collateral trust bonds. Dividends 20 p. c. payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $250,000, issued, $246,000; dated Apr. 1, 1876, due 1906; denom. $1,000; int. payable (gold) Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Girard Life Insurance Annuity & Trust Co., of Philadelphia.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $750,000; dated July 2, 1886, due May 1, 1926; denom. $1,000; int. (free of tax), payable May and Nov. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Note.—Foreclosure proceedings may be instituted upon the first and second mortgage bonds upon request of the holders of one-tenth of the bonds issued.

Officers.—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, W. L. Elkins, Jas. E. Gillingham, Geo. D. Widener, Thomas Dolan, Jno. B. Parsons, Jos. B. Altemus, Thos. J. Yarrow, Geo. W. Elkins.

Date of information, Feb., 1901. z

Wissahickon Electric Passenger Railway Co.—Chartered Oct. 8, 1890. Annual meeting third Friday in Jan. This road was leased in Feb., 1898, to the Roxborough, Chestnut Hill & Norristown Ry. Co. for 999 years, at a rental of 2 p. c. on $150,000 of the capital stock for the first two years, 3 p. c. for the next five years, 4 p. c. for the next eight years and 5 p. c. for the remainder of the term.

Capital Stock, authorized and issued, $250,000; par value, $50 per share

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 8 motor cars; Watts-Campbell engines, West. and Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brill cars, Brill and St. Louis trucks.

Officers.—Pres. P. P. Liebert, V. Pres. Wm. H. Flanagan, Sec. & Treas. John Flanagan, Gen. Man. Louis Mountney.

Directors.—Wm. Johnson, Peter P. Liebert, James Christie, L. M. Jones, John Kenworthy, Benjamin Kenworthy, W. H. Flanagan.

General Office, Wissahickon, Philadelphia, Pa.

Date of information, Feb., 1901. b

PHILLIPSBURG, N. J.

Population in 1880, 7,181, in 1890, 8,644.

Phillipsburg Horse Car Railroad Co.—Chartered Feb. 27,1868. This road is operated in connection with the Easton Transit Co., Easton, Pa.

CAPITAL STOCK, issued, $30,000.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts..............	$27,686	$29,614	$28,979	$36.141	$40,405
Op. exp. and fixed charges...	20,378	22,214	31,931	43,182	38.538
Net income..................	7.308	7,400	†2.952	†7,041	1,867

*Not including $24,881, being "expenditures for repairs, relaying track, etc." † Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.62; gauge, 5 ft. 2½ in.; 35 lb. rail; 13 horses, 4 cars.

OFFICERS.—Pres. Wm. M. Davis, Sec. & Treas. A. D. Chidsey, Gen. Man. & Pur. Agt. F. H. Knight.

Date of information, Feb., 1901. b

PHOENIX, ARIZ.

Population, in 1895 (local estimates), 10,000, in 1900 (local estimates), 15,000.

Phœnix Railway Co.—Franchise granted 1892 for 50 years.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $100,000, issued, $50,000; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 10.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars and 7 trail cars; 300 H. P. station plant; Cumer and Williams engines, Hazelton boiler, Gen. Elec. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Sec. & Man. B. N. Pratt, Treas. Valley Bank.

Date of information, Feb., 1901. z

PIQUA, O.

Population in 1880, 6,031, in 1890, 9,090, in 1900, 13,000.

Miami Valley Railway Co.—Chartered Aug., 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1893, due 1908; denom. $1,000; int. payable May and Nov., at office of Chase Nat'l Bank, of New York; trustee of mortgage, cashier of Chase Nat'l Bank.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T rail; 23 cars, of which 14 are motor cars and 9 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

OFFICERS.—Pres. W. P. Orr, V. Pres. & Man. A. M. Orr, Sec. & Treas. L. M. Flesh, Gen. Supt. & Elecn. C. S. Bidwell.

Date of information, Feb., 1901. z

PITTSBURG, KAN.

Population in 1880, 529, in 1890, 6,697, in 1900, 10,112; population served in 1900, 20,000.

Pittsburg Railroad Co.—This company is the successor to the Pittsburg, Frontenac & Suburban Electric Ry. Co. and the Pittsburg, Weir City & Columbus R. R. Co., both of which were sold at foreclosure sale in Oct., 1899. The company operates a line running from Pittsburg to Frontenac on the north, and to Chicopee on the south. All surplus money earned has been expended in betterments.

CAPITAL STOCK, authorized and issued, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at office of Merchants Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; 14 cars, of which 7 are motor cars and 7 trail cars; Dick & Church engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, St. Louis cars, Brill trucks.

LIGHTING PLANT.—1 1,000 light T.-H. alternator, 12 miles of mains, 1 175 H. P. Phœnix engine.

OFFICERS.—Pres. John J. Tyler, Philadelphia, Pa.; V. Pres. Morris Cliggett, Sec. Treas. & Gen. Man. John R. Tracy.

GENERAL OFFICE, 421 Broadway, Pittsburg, Kan.

Date of information, Feb., 1901. x

PITTSBURG, PA.

Population in 1880 was 156,389, in 1890, 238,617, in 1900, 321,616. The total present population of the city and suburbs is approximately 650,000.

The Central Traction Co.—Chartered Dec. 21, 1888. Annual meeting, second Tuesday in Feb.

Leased, on Apr. 1, 1896. for 950 years to the Consolidated Traction Co. for a rental of $45,000 per annum, equivalent to 3 p. c. on the par value of the capital stock. It is understood that the lessee also assumes the fixed charges of the lessor.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $375,000; coupon, but may be registered; dated July 1, 1889, due 1929; denom. $500; int. payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg, trustee of mortgage.

Central Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, issued, $125,000; dated Oct. 1, 1894, due 1924; int. payable Apr. and Oct., at Union Trust Co., trustee of mortgage.

Operation.—Included in the report of the Consolidated Traction Co. (which see).

Dividends.—In 1896, 2 p. c.; in 1897 and thereafter, 3 p. c.

Plant and Equipment.—(See Consolidated Traction Co.)

Officers.—Pres. Geo. W. Elkins, Sec. G. L. Heron, Treas. Geo. I. Whitney,

Directors.—Geo. W. Elkins, Geo. I. Whitney, T. A. Gillespie, Jno. G. Stephenson, A. W. Heron, C. Wells, F. L. Stephenson.

References.—Description of road, Vol. VI, May, '90, p. 257; Vol. VII, Souv., '91, p. 16 (ill.).

Date of information, Feb., 1901. z

Consolidated Traction Co. of Pittsburg.—Chartered July, 1895, for the purpose of effecting a consolidation of the principal street railway properties of Pittsburg. The company has purchased the entire capital stock of the Fort Pitt Traction Co., which leases the Allegheny Traction Co. and the Citizens' Traction Co. The Consolidated Traction Co. also owns a controlling interest in the capital stock of the Central Traction Co., the Pittsburg Traction Co. and the Duquesne Traction Co. The capital liabilities of the old consolidated system are as follows:

	Cap. Stock Issued.	Cap. Stock Paid in.	Funded Debt.
Central Traction Co.	$ 1,500,000	$ 899,862	$ 500,000
Duquesne Traction Co.	3,000,000	3,000,000	1,500,000
Fort Pitt Traction Co.	3,000,000	3,000,000	938,000
Citizens' Traction Co.	3,000,000	3,000,000	1,620,000
Allegheny Traction Co.	500,000	500,000	750,000
Pittsburg Traction Co.	2,500,000	2,500,000	1,000,000
	$13,500,000	$12,899,862	$6,308,000

Capital Stock.—Common stock, authorized and issued, $15,000,000; par value, $50 per share.

6 p. c. cumulative preferred stock, authorized, $15,000,000, issued, $12,000,000; par value, $50. The preferred stock participates equally with the common stock after 6 p. c. has been paid on the latter. First dividend was paid on the preferred stock in May, 1897, and 3 p. c. semi-annually since then.

Note.—Under the plan of consolidation, the preferred stock was exchanged for the common stock of the constituent companies in the following proportions:

	Old Common Stock.	New Preferred Stock.
Central Traction Co.	$1,500,000	$ 900,000
Duquesne Traction Co.	3,000,000	2,220,000
Fort Pitt Traction Co.	3,000,000	2,400,000
Pittsburg Traction Co.	2,500,000	3,500,000

Funded Debt.—The company has a direct debt of $18,000, and the funded debt of the constituent companies amounts to $6,308,000, as above stated.

Operation.—The following is a combination of the operating reports of the constituent companies for the periods ending as follows:

	—Years ending June 30,— 1898.		1900.	10 mos. end. Jan. 31, 1901.
	1898.	.1899.	1900.	1901.
Receipts from pass.	$1,996,671	$2,301,220	$2,733,910	$2,436,357
" other sources	175,607	452,775	19,193	301,581
" total	2,172,278	2,753,995	2,753,103	2,737,938
Operating expenses	960,349	1,214,425	1,341,565	1,130,480
Earnings from operation.	1,211,929	1,539,570	1,411,538	1,607,458
Deduc. from earnings.				
Taxes	51,640	57,229	186,000	163,674
Interest	318,377	318,584	317,710	264,998
Rentals	551,100	548,100	229,080	459,250
Net income	290,812	615,657	678,748	719,536
Dividends paid	288,005	584,619	649,806	600,000
To surplus account	2,807	31,038	28,492	119,536
P. c. op. ex. to total rcpts.	44.2	40.4	48 7	47.3

Balance Sheet.—Dated

ASSETS.	June 30, 1898.	June 30, 1899.	June 30, 1900.	Jan. 31. 1901.
Cost of road	$ 6,087,540	$ 6,798,000	$ 3,582,642	$ 3,622,183
Cost of equipment.	852,395	1,575,093	1,806,489	1,939,020
Stock of other co's.	18,746,701	18,831,310	22,182,765	22,182,765
Cash on hand	9,037	395,402	452,555	310,953
Due by agents	367,350			
Open accounts	85,515		169,699	200,435
Mat. and supplies.	101,623		52,533	67,027
Total	$26,250,161	$27,539,805	$28,256,683	$28,322,383
LIABILITIES.				
Capital stock	$24,573,850	$24,658,550	$27,000,000	$27,000,000
Funded debt	10,000	18,000	18,000	18,000
Loans	1,300,000	2,522,104	990,081	897,080
Accounts payable.	44,359			
Sundries	11,838			
Profit & loss (sur.)	310,113	341,151	248,602	407,303
Total	$26,250,161	$27,539,805	$28,256,683	$28,322,383

Plant and Equipment.—Miles of track (electric), 126.38; gauge, 5 ft. 2½ in.; 603 cars, of which 471 are motor cars and 132 trail cars.

Officers.—Pres. ————, V. Pres. Joshua Rhodes, Sec. F. H. Steele, Treas. Wm. L. Elkins, Jr., Gen. Man. & Pur. Agt. W. Kesley Schoepf, Gen. Supt. Charles Fitzgerald, Ch. Engr. F. Uhlenhaut, Jr., Mast. Mech. R. I. Todd.

Directors.—Joshua Rhodes, T. H. Given, John A. Bell, B. F. Jones.

General Office, 336 Fourth Ave.

References.—Description of track, Vol. XIII, May, '97, p. 301; description of power plant, Vol. XIV, Jan., '98, p. 1 (ill.); description of power plant, Vol. XIV, Feb., '98, p. 97 (ill.); track construction, Vol. XIV, Apr., '98, p. 209 (ill.); description of power house, repair shops and car houses, Vol. XV, Mar., '99, p. 13 (ill.); description of power station, Vol. XV, Aug., '99, p. 503 (ill.); Kennywood Park, Vol. XVI, Apr. 7, '00, p. 348 (ill.); Aug. 4, '00, p. 707 (ill.); consolidation sanctioned, Vol. XVI, June 30, '00, p. 597; express service, Vol. XVI, Dec. 1, '00, p. 1148 (ill.).

Date of information, Mar., 1901. z

The Duquesne Traction Co.—Chartered Jan. 25, 1890. This company controls the following street railway properties chartered for operation in Pittsburg:

	Miles.	Capital Stock.
Duquesne Street Ry. Co.	3.5	$100,000
Boyd Street Ry. Co.	.6	3,000
Craig Street Passenger Ry. Co.	6.7	48,000
East End Street Ry. Co.	1.1	600
Grant Street Ry. Co.	.6	300
Highland Street Ry. Co.	2.1	15,000
Howe Street Ry. Co.	2.2	18,000
Larimer Street Ry. Co.	1.6	15,000
Market Street Ry. Co.	.3	500
People's Street Ry. Co.	5.2	35,000
Wilkinsburg & East Liberty Ry. Co.	2.4	14,300

The properties controlled by this company have been operated by the Pittsburg Traction Co. on a 99 year contract dated Jan. 1, 1892 (see Pittsburg Traction Co. for terms and conditions), but on Apr. 1, 1896, the company's lines were leased to the Consolidated Traction Co. for 950 years, at a rental of $120,000 per annum, equivalent to 4 p. c. on the capital stock.

Capital Stock, authorized and issued, $3,000,000, par value, $50 per share. Dividends payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; dated July 1, 1890, due 1930; coupon, but may be registered; int. payable Jan. and July.

Operation.—Is included in the report of the Consolidated Traction Co. (which see).

Plant and Equipment.—(See Consolidated Traction Co.)

References.—Description of road, Vol. VII, May, '91, p. 259; Vol. VII, Souv., '91, p. 23 (ill.).

Date of information, Feb., 1901. z

Monongahela Street Railway Co.—Chartered Apr. 13, 1898. Municipal franchise granted May 9, 1898. Annual meeting second Monday in Jan. This company is a consolidation of the Homestead & Highlands Street Ry. Co., the Braddock & Homestead Street Ry. Co., the Schenley Park & Highlands Ry. Co., and the Braddock & Duquesne St. Ry. Co. In Mar., 1900, it was reported that this company was to be merged into the Union Traction Co., and in Mar., 1901, negotiations were nearly completed.

Capital Stock, authorized and issued $1,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,000,000; dated June 1, 1898, due 1928; denom. $1,000; int. payable June and Dec. at the office of Union Trust Co., trustee of mortgage.

Operation.—Period ending June 30,

	1899.	1900.
Receipts from passengers	$122,609	$282,880
" " other sources	2,257	2,214
" total	124,866	285,094
Operating expenses	84,334	164,813
Earnings from operation	40,532	120,281
Deductions from earnings.		
Taxes	5,555	8,343
Interest	25,000	50,000
Other deductions		17,339
Net income	9,977	44,599

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$1,946,486	$2,079,418
" " equipment	306,853	330,258
Cash	7,656	19,254
Bills and accounts receivable	20,510	74,847
Material and supplies	2,442	2,672
Profit and loss (deficit)	3,875	
Total	$2,287,322	$2,506,449
LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000
Loans	240,000	400,000
Accrued interest	4,167	4,167
Other liabilities	43,155	61,556
Profit and loss (surplus)		40,726
Total	$2,287,322	$2,506,449

Plant and Equipment.—Miles of track (electric), 25.05; gauge, 5 ft. 2½ in.; 90 lb. rail; 70 motor cars, 1500 K. W. power of station plant; Buckeye engines, West. dynamos and motors, Laclede cars, McGuire trucks.

Officers.—Pres. W. L. Mellon, V. Pres. A. W. Mellon, Sec. & Gen. Man. Geo. S. Davison, Treas. R. B. Mellon, Supt. Frank McCoy.

Directors.—A. W. Mellon, R. B. Mellon, W. S. Mitchell, George S. Davison, Geo. S. Davison.

General Office, 512 Smithfield St., Pittsburgh, Pa.

Date of information Mar., 1901. z

Pittsburg & Birmingham Traction Co.—Chartered Aug. 15, 1889. Annual meeting second Tuesday in Aug. This company is the owner or lessee of the following named corporations:

Arlington Avenue Street Ry. Co
Bingham Street Ry. Co.
Birmingham, Knoxville & Allentown Traction Co.
Birmingham Street Ry. Co.
Bradford & South Ninth Street Ry. Co.
Brownsville Avenue Street Ry. Co.
Hill-Top Ry. Co.
Jane Street Ry. Co.
Knoxsville Street Ry. Co.
Lower St. Clair Street Ry. Co.
McKean Street Ry. Co.
Mount Oliver Incline Plane Ry. Co.
Pittsburg, Hill-Top & Castle Shannon Street Ry. Co.
Pittsburg & Birmingham Passenger R. R. Co.
Pittsburg & Birmingham Traction Co.
Pittsburg & Hill-Top Street Ry. Co.
Pittsburg & Homestead & Munhall Street Ry. Co.
Pittsburg Incline Plane Co.
Pittsburg & Knoxville Street Ry. Co.
Pittsburg, Knoxville & St. Clair Street R. R. Co.
Pittsburg & Ormsby Passenger R. R. Co.
Rural Street Ry. Co.
South Side Passenger R. R. Co.
West Liberty Street Ry. Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Nov. 20, 1889, due Nov. 1, 1929; denom. $1,000; int. payable May and Nov., at office of company; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, Pa.

Debenture 6 p. c. bonds, $120,000; dated Sept. 1, 1892, due Sept. 1, 1917; int. payable Mar. and Sept.

The company has guaranteed the following bond issues:

South Side Passenger Ry. Co.'s 5 p. c. bonds $10,000; dated 1891, due 1901; int. payable Apr. and Oct.

Birmingham, Knoxville & Allentown Traction Ry. Co.'s 6 p. c. bonds, $500,000; dated Sept. 1, 1891, due 1931; int. payable Mar. and Sept.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$391,033	$452,164	$415,508	$458,785	$533,177
" other sources.	21,255	5,458	20,695	21,086	99,278
" total	412,288	457,622	436,203	479,871	632,455
Operating exp	206,423	243,407	204,313	224,608	251,432
E'rn'gs from op'n	205,865	214,215	231,890	255,263	381,023
Deduct. from earns.					
Interest	109,700	75,000	117,436	120,500	120,500
Taxes	18,000	60,741	18,390	16,074	17,006
Rentals	36,794		34,591	12,000	35,948
Bridge tolls		9,343		23,692	90,388
Net income	41,370	69,131	61,473	82,997	117,181
Dividends paid			30,000	60,000	90,000
Per cent. op. exp. to total receipts	50.0	53.2	46.8	46.8	46.8

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Prop. and franchises	$2,898,030	$2,898,030	$2,898,030	$2,898,803
Cost of road and equip.	1,638,888	1,638,888	1,638,888	1,638,888
Stocks	703,550	1,003,550	1,003,550	1,003,813
Cash assets	6,260	11,835	16,961	24,139
Other assets	880	880	980	1,240
Accounts receivable	173,170	179,810	129,752	124,257
Materials and supplies.		6,060	10,976	13,273
Mercantile Trust Co.			8,285	
Total	$5,720,778	$5,739,054	$5,707,422	$5,704,413
LIABILITIES.				
Capital stock	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,500,000	1,500,000	1,500,000	1,500,000
Guaranteed bonds	810,000	810,000	810,000	810,000
Debenture bonds	147,000	147,000	147,000	131,000
Bills payable	50,000			15,261
Accounts payable	67,370	76,166	44,238	36,262
Accrued interest	32,550	33,802	36,572	38,487
Loans		9,000	23,389	
Profit and loss (sur.)	113,858	163,086	146,223	173,403
Total	$5,720,778	$5,739,054	$5,707,422	$5,704,413

Plant and Equipment.—Miles of track (electric), 28, gauge, 5 ft. 2½ in.; 12 in. 90 lb. and 63½ lb. Johnson girder rail; 7 horses, 84 cars, of which 1 is a horse car, 78 are motor cars and 5 trail cars; Hamilton-Corliss and Allis engines, West. dynamos and motors, Gilbert and St. Louis cars.

Officers.—Pres. Harry Moore, Sec. & Treas. Weaver H. Rogers, Gen. Supt. T. J. Layton.

Directors.—Jas. S. McKelvey, John C. Fisher, A. C. Wettengel, Harry Moore, David Yost, W. R. Ford, Jacob Hook.

General Office, 30th and Carson Sts., Pittsburg, Pa.

References.—Description of road, Vol. VII, Aug. '91, p. 426 (ill.); Vol. VII, Souv., '91, p. 30 (ill.); annual report, Vol. X, Nov., '94, p. 755.

Date of information, Mar., 1901. z

Suburban Rapid Transit Street Railway Co.—Chartered Sept. 28, 1886. In Aug., 1899, the South Twenty-second St. Ry. Co. was consolidated with this company, which has entirely rebuilt and extended its road.

Capital Stock, authorized, $800,000, issued, $212,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$37,355	$42,192	$45,445	$45,071	$38,249
Operating expenses	36,856	33,795	31,465	33,025	30,015
Earnings from operation	499	8,397	13,980	12,046	8,234
Deductions from earnings.					
Interest on funded debt		13,060	13,691	12,000	16,000
Taxes		2,926	1,075	1,286	1,272
Other deductions			660	2,263	2,444
Net income		*7,589	*1,446	*2,503	*11,482

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$218,117	$230,413	$221,258	$327,994	$622,996
" equipment	96,471	98,113	98,650	102,082	167,909
Cash	1,645	1,751	305		
Material and supplies	6,745	4,603	9,596	1,942	1,007
Sundries	546	909	900	10	2,611
Profit and loss (deficit)	10,669	18,258	19,704	3,504	16,078
Total	$334,194	$354,047	$350,413	$435,532	$810,601

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$122,000	$122,000	$122,000	$200,000	$212,000
Funded debt	193,000	200,000	200,000	200,000	200,000
Accrued interest	2,895	4,000	2,800		4,000
Loans	15,000	24,700	25,000	33,500	393,500
Accounts payable	1,008	3,347	613	1,991	1,101
Sundries	290			51	
Total	$334,194	$354,047	$350,413	$435,532	$810,601

Plant and Equipment.—Miles of track (electric), 11.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 16 motor cars; 2 engines, 2 dynamos; Fisher, and Harrisburg engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

Officers.—Pres. E. V. Hays, Sec. & Treas. A. E. Braun, Supt. & Pur. Agt. B. A. Mapledoram, Ch. Engr. George S. Davison, Elecn. G. Callihan.

Directors.—E. V. Hays, Geo. C. Moore, E. B. Coll, A. E. Braun, R. T. Rossell.

General Office, 220 4th Ave., Pittsburg, Pa.

Power Station, Mount Oliver, Pittsburg.

Reference.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Mar., 1901. z

United Traction Co. of Pittsburg.—Chartered July 27, 1896, for 999 years. Annual meeting second Monday in Oct. This company has purchased all the property and franchises of The Second Avenue Traction Co. (including the McKeesport & Reynoldton Passenger Ry. Co., and the Pittsburg, Glenwood & Homestead Passenger Street Ry. Co.) and the North Side Traction Co. (which was leased to the Second Avenue Traction Co., and which leases the Federal Street & Pleasant Valley Passenger Ry. Co.). This company has also purchased the capital stock, and has leased the property of the Pittsburg, Allegheny & Manchester Traction Co. (lessor of the Union Passenger Ry. Co.), for 950 years from June, 1897. In Oct., 1899, 338,383 shares of 400,000 shares of the common stock of this company were acquired by the Philadelphia Co., of Pittsburg. In Mar., 1900, it was reported that this company was to be merged into the Union Traction Co., and in Mar., 1901, negotiations were nearly completed.

Capital Stock.—Common stock, authorized and issued, $17,000,000; par value, $50 per share.

Preferred cumulative stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized $10,000,000, issued $4,750,000; in escrow (see Note), $5,250,000; coupon, but may be registered; dated July, 1897, due 1997; denom. $1,000; int. payable Jan. and July, in New York City; trustee of mortgage, Maryland Trust Co., of Baltimore.

PRIOR LIENS.

Federal Street & Pleasant Valley Passenger Ry. Co.'s consolidated mortgage, 5 p. c. bonds, $1,250,000.

Pittsburg, Allegheny & Manchester Traction Co.'s general mortgage bonds, $1,500,000.

Second Avenue Traction Co.'s first mortgage 5 p. c. bonds, $2,500,000.

Note.—$5,250,000 of the United Traction Co.'s bonds are held in escrow to retire the bond issues of the leased companies described above.

Operation.—The combined operating report of the leased companies up to the date of their lease, and of the completed system after that date is as follows:

Year ending June 30,	1899.	1900.	8 mo. end'g Feb. 28, 1901.
Receipts from passengers	$1,578,356	$1,783,461	$1,255,718.45
" other sources	25,797	33,225	20,635.97
" total	1,604,266	1,816,686	1,276,354.42
Operating expenses	732,272	836,641	599,127.65
Earnings from operation	871,994	980,045	677,226.77
Deductions from earnings.			
Taxes	80,115	130,973	80,157.40
Interest	501,550	501,540	345,576.45
Rentals	32,867	32,868	22,337.41
Other deductions	8,150	12,804	
Net income	249,312	301,860	229,155.51
Dividends	150,000	150,000	100,000.00
To surplus account	99,312	151,860	129,155.51
Per cent. op. exp. to total receipts.	45.6		

Balance Sheet.—Dated ASSETS.	Dec. 31, 1899.	June 30, 1900.	Feb. 28, 1901.
Cost of road and equipment	$30,666,525	$30,671,575	$30,925,609.31
Cash	18,233	90,975	54,447.22
Bills and accounts receivable	21,313	46,170	56,138.71
Materials and supplies	56,902	63,294	30,363.69
Other assets	4,337	8,278	21,117.25
Total	$30,777,309	$30,880,292	$31,087,676.18

LIABILITIES.	1899.	1900.	1901.
Capital stock	$20,000,000	$20,000,000	$20,000,000.00
Funded debt	10,000,000	10,000,000	10,000,000.00
Accrued interest	27,833	27,834	114,017.34
Bills and accounts payable	437,249	596,827	551,951.28
Other liabilities	2,887		43,856.06
Dividends	75,000		25,000.00
Rental	14,993		4,036.68
Betterments	3,810		
Profit and loss (surplus)	215,538	255,631	349,713.82
Total	$30,777,309	$30,880,292	$31,087,676.18

Dividends in 1898, 1899 and 1900, 5 p. c. on preferred stock.

Plant and Equipment.—Miles of track (electric), 117.13; gauge, 5 ft. 2½ in.; 344 cars, of which 299 are motor cars and 45 trail cars; Providence and Russell engines, West. dynamos, Gen. Elec. and West. motors, Laclede, St. Louis and Pullman cars.

Officers.—Pres. Jas. D. Callery, V. Pres. J. H. Reed, Sec. J. F. Guffey, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy, Ch. Engr. S. L. Tone.

Directors.—Jas. D. Callery, Wm. H. Keech, H. J. Bowdoin, P. Calhoun, J. H. Reed.

General Office.—435 6th Ave., Pittsburg, Pa.

References.—Transfer of stock, Vol XIII, Dec., '97, p. 870; life of gears, pinions and trolley wheels, Vol. XIV, Jan.,'98, p. 11; wheel records, Vol. XIV, Jan.,'98, p. 11; operating detail, Vol. XIV, Mar., '98, p. 137 (ill.); description of system, Vol. XV, July, '99, p. 44 (ill.) map.

Date of information, Mar., 1901. z

West End Traction Co.—Chartered Nov. 15, 1897, as a consolidation of the Pittsburg & West End Passsenger Ry. Co., the Pittsburg, Crafton & Mansfield Street Ry. Co., the Pittsburg, Neville Island & Coraopolis Ry. Co., the West End, Mt. Washington & Banksville Ry. Co. (only partly built), and the Carnegie Heidelburg & Bridgeville Street Ry. Co. (not yet constructed). This company commenced operating the properties named on Jan. 1, 1898. In Aug., 1900, the properties of this company and its constituent companies were consolidated into the Southern Traction Co.

Capital Stock.—Common stock, authorized and issued, $2,500,000.

Preferred stock, authorized and issued $2,500,000.

Funded Debt.—Consolidated mortgage 5 p.c. bonds, authorized, $1,500,000, issued, $600,000; in escrow (see Note) $750,000, in treasury, $150,000; dated Jan. 1, 1898, due 1938; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburg.

Pittsburg, Crafton & Mansfield Street Ry. Co's. first mortgage 5 p. c, bonds authorized and issued, $250,000; dated July 1, 1894, due 1924; int. payable Jan. and July at office of Pittsburg Trust Co., trustee of mortgage.

Pittsburg & West End Passenger Ry. Co's. first mortgage 5 p. c. bonds, authorized and issued, $500,000; dated July 1, 1892, due 1922; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of City Savings Bank, of Pittsburg; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburg.

Note.—Of the consolidated mortgage bonds, $850,000 are held in escrow to retire the underlying bonds described above.

Operation.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$310,558	$387,239	$485,019
" other sources	19,307	7,422	8,846
" total	329,865	394,661	493,865
Operating expenses	177,221	177,324	225,456
Earnings from operation	152,644	217,337	268,409
Deductions from earnings.			
Taxes	14,052	4,081	28,080
Interest	45,357	68,865	73,825
Other deductions	1,725		385
Net income	91,510	144,391	166,119
Dividends	87,500	125,000	125,000
To surplus account	4,010	19,391	41,119

Balance Sheet.—Dated June 30, ASSETS.	1898.	1899.	1900.
Cost of road	$384,943	$440,483	$526,691
Cost of equipment	89,580	147,543	166,478
Stock of other companies	5,000,000	5,000,000	5,000,000
Bonds " "	850,000	850,000	850,000
Cash	49,602	54,084	26,277
Open accounts	100	557	1,334
Total	$6,374,225	$6,492,667	$6,570,760
LIABILITIES.			
Capital stock	$5,000,000	$5,000,000	5,000,000
Funded debt	1,350,000	1,350,000	1,475,000
Accounts payable	18,664	12,705	29,678
Profit and loss (surplus)	5,561	24,962	66,082
Total	$6,374,225	$6,492,667	$6,570,760

Plant and Equipment.—Miles of track (electric), 45.4; 86 cars of which 18 are horse cars, 64 are motor cars and 4 trail cars; 4 horses, West. dynamos and motors.

Officers.—Pres. John C. Reilly, Sec. W. V. Callery, Treas. & Supt., W. J. Burns, Gen. Man. E. S. Reilly.

Directors.—John C. Reilly, Thos. S. Bigelow, Wm. V. Callery, W. J. Burns, J. D. Callery, E. S. Reilly, of Pittsburg.

General Office, West Carson St., Pittsburg.

Reference.— Pittsburg & West End Passenger Ry. Co.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Feb., 1901. b

NEW CORPORATIONS.

Southern Traction Co.—Chartered in 1900 to consolidate the lines operated by the West End Traction Co. and all lines about Pittsburg south of the Monongahela River.

Capital Stock.—Common Stock, authorized and issued, $2,500,000; preferred stock, 5 p. c. cumulative, authorized and issued, $2,500,000.

Fuunded Debt.—First mortgage collateral trust 5 p. c. gold bonds, authorized, $4,000,000, issued, $3,000,000; held in treasury for future improvements, $1,000,000; dated Oct. 1, 1900, due 1950; denom. $1,000, coupon but may be registered, not subject to call before maturity; int. payable at office of Union Trust Co. of Pittsburg, trustee.

PRIOR LIENS.

West End Traction Co.'s consolidated mortgage 5 p. c. bonds, issued, $600,000. (For full description of all prior liens see report of West End Traction Co.)

Pittsburg, Crafton & Mansfield Street Ry. Co.'s first mortgage 5 p. c. bonds; issued, $250,000.

Pittsburg & West End Passenger Ry. Co.'s first mortgage 5 p. c. bonds; issued, $500,000.

SECURITIES OWNED.

The following entire issues of securities are now owned by this company:

50,000 shares common stock of West End Traction Co.

50,000 shares preferred stock of West End Traction Co.

400 shares capital stock of McKees Rocks & Ingram Street Ry. Co.

400 shares capital stock of Pittsburg, Banksville & Mt. Lebanon Street Ry. Co.

300 shares capital stock of McKees Rocks & Neville Island Street Ry. Co.

120 shares capital stock of Crafton & Chartier's Valley Traction Co.

120 shares capital stock of Virginia Avenue Street Ry. Co.

Plant and Equipment.—(See report of West End Traction Co.)

Officers.—Pres. J. D. Callery, V. Pres. J. H. Reed, Treas. J. C. Braun, Jr.

Directors.—J. D. Callery, J. H. Reed, Joshua Rhodes, A. W. Mellon, T. H. Given, P. A. B. Widener, W. L. E. Elkins.

General Office, West Carson St., Pittsburg, Pa.

Date of information, Feb., 1901. x

Pittsburg, McKeesport & Connellsville Railway Co.—This company was organized in Dec., 1900, as a consolidation of the Connellsville & Uniontown Ry. Co., the McKeesport, Wilmerding & Dequesne Ry. Co., and the McKeesport & Youghiogheny Street Ry. Co. About 80 p. c. of the line is constructed on private rights of way. The company commenced operation of the properties Jan. 1, 1901, and also operates its own coal mines, adjoining the power station.

Capital Stock, authorized and issued, $3,500,000.

Funded Debt.—First consolidated 5 p. c. gold bonds, authorized, $3,500,000, issued, $2,768,500; held in escrow to retire prior liens, $231,500; held in treasury for future improvements, $500,000; dated Jan. 1, 1901, due 1931; denom. $1,000; not subject to call before maturity; int. payable Jan. and July at office of Mercantile Trust Co. of Pittsburg, trustee.

Plant and Equipment.—Miles of track (electric) in operation, 40; under construction, 60; gauge, 5 ft. 2½ in.; 70 lb. T rail; 36 motor cars; West generators, Russell engines, West & Lorain motors, Laclede and Brill cars.

Officers.—Pres. Wm. H. Graham, Sec. M. K. Salsbury, Treas. George I. Whitney.

General Offices and Power Stations, McKeesport and Uniontown.

Date of information, Feb., 1901. x

Union Traction Co. of Pittsburg.—Chartered Mar., 1900. This company was organized to lease and operate the properties of the Consolidated Traction Co., the Monongahela Street Ry. Co. and the United Traction Co. The merging of these properties has, however, been delayed by litigation. On June 20, 1900, the stockholders of the Consolidated Traction Co. voted to lease their property for 999 years to the Union Traction Co. when the $30,000,000 of the Union Traction Co.'s capital stock had been subscribed and 20 p. c. paid in. In July, 1900, suits entered by minority stockholders of the Consolidated Co. caused delay until Dec., 1900, when the suits were amicably settled, and in Mar., 1901, merger negotiations were still pending.

Date of information, Mar., 1901. z

PITTSFIELD, MASS.

Population in 1880, 13,364, in 1890, 17,252, in 1900, 21,766.

Pittsfield Electric Street Railway Co.—Chartered Apr. 21 1886. Annual meeting in October.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $55,000; due 1911–1914.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts..........	$37,641	$61,168	$66,302	$73,076	$79,953
Operating expenses....	22,624	35,971	42,932	54,131	64,650
Earnings from oper....	15,017	25,197	23,370	18,945	15,303
Deduc. from earnings..	2,059				
Int. on funded debt...		2,250	2,250	2,466	2,700
" floating debt..		101	181	248	677
Taxes..............		1,047	1,031	2,845	3,858
Other deductions.....		190	278	363	163
Net income	12,958	21.609	19,630	13,022	7,905
Dividends paid.........	2,400	3,600	3,600	4,800	4,800
To surplus account.....	10,558	18,009	16,030	8,222	3,105
Total surplus account..	16,200	17,209	12,239	*13,461	†13,566

*$7,000 written off for depreciation. †$3,000 written off for depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses.......	$ 4,364	$ 6,095	$ 7,928	$ 8,053	$11,355
Transportation exp......	14,715	22,884	23,164	27,942	30,625
Maint. of way & build...	823	4,428	7,457	10,127	13,140
" " equip...	2,722	2,563	4,383	8,009	9,530
Total	$22,624	$35,971	$42.932	$54,131	$64,650

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried...	751,041	1,219,960	1,318,035	1,470,937	1.593,346
Car miles run........	130,106	252,268	260,900	347,869	354,947
Gr. rec. per car mile..	$.289	$.243	$.253	$.210	$.222
Op. exp. per car mile.	.174	.143	.164	.155	.182

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.......$	96,149	$ 86,899	$ 91,575	$ 87,090	$ 85,590
" equipment..	13,477	20,042	23,910	25,970	25,970
Other perm. invest..	1,664	12,741	22,480	47,758	45,283
Cash and cur. assets.	9,910	2,528	11,124	202	6,515
Total ....$	121,200	$122,209	$149,089	$161.020	$163,358
LIABILITIES.					
Capital stock......$	60,000	$ 60,000	$ 80,000	$ 80,000	$ 80,000
Funded debt.......	45,000	45,000	45,000	55,000	55,000
Floating debt......			11,850	12,559	14,791
Profit and loss (sur.)	16,200	17,209	12,239	13,461	13,567
Total ....$	121,200	$122,209	$149,089	$161,020	$163,358

PLANT AND EQUIPMENT.—Miles of track (electric), 10.6; gauge, 4 ft. 8½ in.; 56 lb. 72 lb. and 90 lb. girder and T rail; 3 horses; 18 motor cars and 5 trail cars; West. dynamos and motors, Brill, Jones and Stephenson cars.

OFFICERS.—Pres. Jos. Tucker, Sec. J. M. Stevenson, Treas. C. E. Merrill, Gen. Man. Peter C. Dolan, Supt. Patrick H. Dolan.

DIRECTORS.—Joseph Tucker, J. L. Bacon, James W. Hull, Alexander Kennedy, P. C. Dolan, J. M. Stevenson, C. E. Merrill, Pittsfield, Mass.

GENERAL OFFICE, Seymour & Wahconah Sts., Pittsfield, Mass.

REFERENCE.—Increase of bonds, Vol. IX, July, '93, p. 490.

Date of information, Jan., 1901. b

PLAINFIELD, N. J.

Population in 1880, 8,125, in 1890, 11,267, in 1900, 15,369.

Plainfield Street Railway Co.—In Nov., 1900, this company was consolidated into the Elizabeth, Plainfield & Central Jersey Ry. Co., of Elizabeth, N. J.

GENERAL OFFICE, 909-911 West 14th St., Plainfield, N. J.

Date of information, Feb., 1901. z

PLATTSBURGH, N. Y.

Population in 1880, 5,245, in 1890, 7,010, in 1900, 8,434; total population served by the street railway lines, 12,000.

Plattsburgh Traction Co.—Chartered May 27, 1896, for 50 years. Municipal franchise granted June 15, 1896, for 50 years. Operation was commenced in July, 1896.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $80,000, in treasury, $20,000; dated July 1, 1896, due 1926; denom. $500; int. payable Jan. and July, at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$18,439	$17,304	$19,224	$16,876
Operating expenses	11,593	10,493	11,213	11,923
Earnings from operation	6,846	6,811	8,011	4,953
Deductions from earnings.				
Interest	4,800	4,800	4,800	4,800
Taxes	120	295	775	1,080
Net income	1,926	1,716	2,436	*927
Dividends paid, 1 p. c.				1,000
To surplus account	1,926	1,716		*1,927
Total surplus account		3,642	6,078	4,151
Per cent. of exp. to total receipts		60.6	58.3	70.6

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	408,641	387,326	431,611	377,276
Car miles run	184,387	181,096	166,421	162,598
Total receipts per car mile	$.100	$.094	$.115	$.103
Operating expenses per car mile	.063	.058	.067	.073

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$180,000	$180,000	$180,000	$180,000
Cash	1,383	1,158	3,037	1,638
Bills and accounts receivable		1,176		
Materials and supplies	1,002	2,094	2,404	2,847
Other assets	504	364	1,190	529
Total	$182,889	$184,792	$186,631	$185,014
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	80,000	80,000	80,000	80,000
Accounts payable	963	1,150	553	863
Profit and loss (surplus)	1,926	3,642	6,078	4,151
Total	$182,889	$184,792	$186,631	$185,014

PLANT AND EQUIPMENT.—Miles of track (electric) 6.5; gauge, 4 ft. 8½ in; 50 lb. T rail; 10 motor cars; West. dynamos and motors; rent power.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. Gen. Man. & Supt. Geo. M. Cole, Sec. W. L. Pattison, Treas. A. E. Reynolds.

DIRECTORS.—H. Hobart Porter, Jr., Francis Blossom, Richmond Talbot, E. N. Sanderson, New York City; S. M. Weed, Albert E. Reynolds, H. E. Barnard, W. L. Pattison, Geo. M. Cole.

GENERAL OFFICE, Plattsburgh, N. Y.

Date of information, Mar., 1901. z

PLYMOUTH, MASS.

Population in 1880, 7,093, in 1890, 8,973, in 1900, 9,592.

Plymouth & Kingston Street Railway Co.—Chartered Feb. 1889. Annual meeting second Wednesday in Oct. On Oct. 30, 1900, this company was consolidated with the Brockton & Plymouth St. Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $35,000; dated Jan. 1, 1890, due 1910; denom. $100 to $1,000; int. payable Jan. and July, at office of International Trust Co. of Boston, trustee of mortgage.

4½ p. c. real estate mortgage, $10,000; payable on demand.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$32,668	$33,840	$34,107	$38,568	$42,557
" other sources	2,269	4,047	2,727	3,460	3,850
" total	34,937	37,888	36,834	42,028	45,407
Operating expenses	23,548	26,220	24,734	40,682	34,840
Earnings from operation	11,389	11,668	12,100	1,346	10,567
Deductions from earnings.					
Interest	3,478	3,702	3,589	4,060	4,657
Taxes	1,119	1,564	1,583	1,169	2,810
Net income	6,791	6,402	6,928	*3,883	3,100
Dividends paid	6,000	6,000	6,000	1,500	
To surplus account	791	402	928	*5,383	
Total surplus account	2,191	2,593	3,521	*3,482	*382

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 2,885	$ 3,939	$ 4,683	$ 4,955	$ 4,491
Transportation expenses	15,515	16,815	17,100	19,772	23,279
Maintenance of way and bldgs	2,471	3,447	1,841	13,674	4,415
" " equipment	2,676	2,019	1,110	2,081	2,655
Total	$23,548	$26,220	$24,734	$40,682	$34,840

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	655,556	684,036	691,048	780,562	873,252
Car miles run	177,876	177,194	181,650	210,917	224,832
Total rec'ts per car mile	$.196	$.214	$.203	$.199	$.202
Oper. exp. per car mile.	.132	.148	.136	.192	.155

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$101,666	$101,666	$101,666	$102,655	$126,755
" equipment	22,999	23,915	23,909	33,210	32,903
Other permanent invest.	39,665	39,561	39,496	41,088	44,363
Cash and current assets.	2,861	2,452	3,450	3,653	9,600
Other assets	1,000	1,000	1,000	2,684	1,169
Profit and loss (deficit)				3,482	382
Total	$168,191	$168,593	$169,521	$186,772	$215,172
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	35,000	35,000	35,000	35,000	35,000
Real estate mortgages		7,000	7,000	7,000	10,000
Notes payable, etc.	20,000		20,000	43,087	68,372
Other liabilities	11,000	24,000	4,000	1,685	1,800
Profit and loss (surplus)	2,191	2,593	3,521		
Total	$168,191	$168,593	$169,521	$186,772	$215,172

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 35 lb. and 42 lb. T rail; 15 motor cars; Gen. Elec. dynamos and motors, Briggs and Newburyport cars; lease power.

OFFICERS.—Pres. Charles H. French, Sec. Eliot Wadsworth, Treas. Oliver E. Chapman, Gen. Man. E. J. B. Huntoon, 93 Federal St., Boston, Supt. D. G Trayers, Pur. Agt. W. O. Chapman.

DIRECTORS.—Chas. I. Litchfield, O. E. Chapman, Chas. H. French, Chas. A. Stone, W. C. Forbes, Henry W. Barnes, E. J. B. Huntoon.

GENERAL OFFICE, Plymouth, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 418.

Date of information, Jan., 1901. b

Pembroke Street Railway Co.—Chartered Jan. 3, 1900. On Oct. 30, 1900, this company purchased and was consolidated with the Brockton & Plymouth St. Ry. and the Plymouth & Kingston St. Ry., and immediately thereafter applied for and received consent of R. R. commissioners to use the title of Brockton & Plymouth St. Ry. for the consolidated companies.

CAPITAL STOCK (before consolidation), $20,000.

See report of Brockton & Plymouth St. Ry. Co., Brockton, Mass.

Date of information, Jan., 1901. b

Plymouth & Sandwich Street Railway Co.—This company placed its road in operation May 28th, 1899.

CAPITAL STOCK, authorized, $60,000, issued, $35,800.

OPERATION.—Period from May 28 to Sept. 30,	1899.	1900.
Total receipts	$4,130	$5,841
Operating expenses	3,009	5,218
Earnings from operation	1,121	623
Deductions from earnings.		
Interest on floating debt	245	
Taxes	395	44
Net income	481	579
Total surplus		1,061

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.
Cost of road	$31,095	$32,781
" equipment	3,804	9,085
Other permanent investments		2,263
Cash	2,976	1,561
Total	$37,875	$45,690
LIABILITIES.		
Capital stock	$25,000	$35,800
Unfunded debt	12,394	8,829
Profit and loss (surplus)	481	1,061
Total	$37,875	$45,690

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 4 motor cars.

OFFICERS.—Pres. Horace B. Taylor, V. Pres. & Treas. Thomas E. Cornish, Sec. Walter L. Boyden, Supt. B. F. Sherburne.

DIRECTORS.—H. B. Taylor, Walter L. Boyden, J. H. Marshall, E. Kimball, Thos. E. Cornish, Wm. B. Arnold, Thos. Arnold.

GENERAL OFFICE, Plymouth, Mass. President's office, 235 Franklin St., Boston, Mass.

Date of information, Jan., 1901. b

POINT PLEASANT, N. J.

Bay Head & Point Pleasant Street Railroad Co.—Chartered in 1896 as the successor to the South Jersey Street Ry. Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$4,072	$3,954	$3,569	$4,402
Operating expenses	5,779	3,925	3,249	3,513
Earnings from operation	*1,707	29	320	889

* Deficit.

PLANT AND EQUIPMENT —Miles of track, 4; gauge, 4 ft. 8½ in., 56 lb. and 90 lb. T and girder rail; 5 motor cars; Ball & Wood engines, West. dynamos and motors, L. & F. cars.

OFFICERS.—Pres. Q. N. Evans, V. Pres. J. A. Almirall, Sec. & Treas. W. C. Adams, Supt. T. P. Turner.

GENERAL OFFICE, Point Pleasant, N. J., President's office, 44 Dey St., New York City.

Date of information, Mar., 1901. b

POMEROY, OHIO.

Population in 1890, 4,726, in 1900, 4,639. Population served in city and towns 1900, 22,000.

Ohio River Electric Railway & Power Co.—Municipal franchise granted Feb., 1900, for 25 years. The road was placed in operation from Racine to Middleport Nov. 15, 1900.

CAPITAL STOCK, authorized and issued, $300,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $315,000, issued, $300,000, held in treasury for construction of lighting plant, $15,000; dated July 2, 1900, due July 1, 1924; denom. $100, $500 and $1,000; coupon, but may be registered; int. payable Jan. and July, at office of Union Surety & Guaranty Co., of Philadelphia, trustee of mortgage.

OPERATION.—Period 2½ mos. ending Jan. 31, 1901.

Gross receipts	$6,936
Operating expenses	3,697
Earnings from operation	3,239
Deductions from earnings.	
Interest on bonds	3,125
Net income	114

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars, 1 electric locomotive; 650 H. P. station plant, Clark Bros. engines, Crocker-Wheeler generators, Gen. Elec. motors, Brill cars and trucks.

OFFICERS.—Pres. Percy M. Chandler, Sec. M. N. Willits, Jr., Treas. George W. Kendrick 3d, Gen. Man. John B. MacAfee, 1002 Harrison Bldg, Phila, Pa.; Supt. Charles L. Furbay, Pomeroy, O.

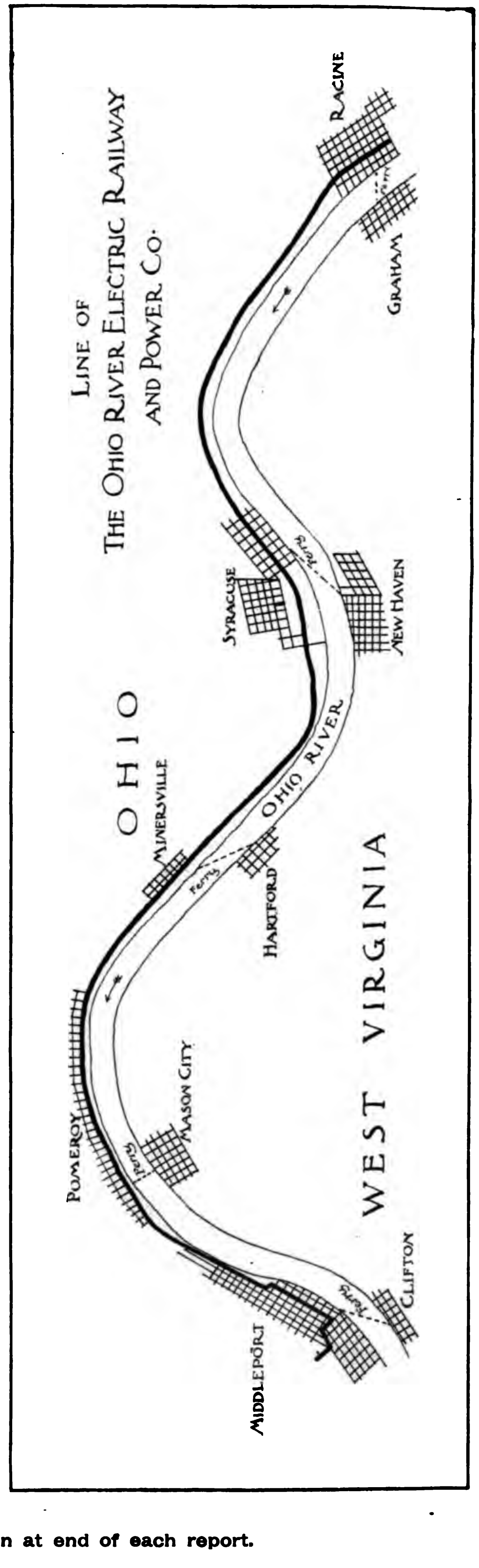
DIRECTORS.—P. M. Chandler, Edwin F. Glenn, M. N. Willits, Sr., George W. Kendrick 3d, Louis S. Kite.

GENERAL OFFICE, 1002 Harrison Bldg., Philadelphia, Pa.

POWER STATION, Pomeroy, Ohio.

Date of information, Mar., 1901. z

For map of road see next column.



PORT ARTHUR, ONT.

Population in 1899, 3,000.

Town of Port Arthur Electric Railway & Light.—This road runs to Fort William and is owned and operated by the Town of Port Arthur.

CAPITAL STOCK, $115,000.

FUNDED DEBT, $115,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 3 motor cars and 2 trail cars; 150 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos, West. motors, Ahearn & Soper cars.

OFFICERS.—Chairman of the Electric Railway and Light Commissioners G. Hodder, Sec. & Treas. James McTeigue, Supt. & Pur. Agt. T. H. McCauley.

P. O. Address Box 261, Port Arthur, Ont.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 49 (ill.).

Date of information, Feb., 1901. z

PORT CHESTER, N. Y.

Population in 1880, 3,254, in 1890, 5,274, in 1900, 7,440.

Port Chester Street Railway Co.—Chartered July 14, 1896; municipal franchise granted Dec. 1, 1896. This road commenced operation July 12, 1898. On June 10, 1900, an extension to the Harrison line was opened, and the line to Rye Beach was also opened during the year.

CAPITAL STOCK, authorized, $300,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized, $100,000, issued, $80,000; dated 1897, due 1902; int. payable Jan. and July.

OPERATION.—Period from July 12 1898, to June 30,

	1899.	1900.
Receipts from passengers	$18,490	$29,460
" " other sources	25	2,133
Receipts total	18,515	31,593
Operating expenses	16,665	22,760
Earnings from operation	1,850	8,833
Deductions from earnings.		
Interest	688	4,200
Taxes	655	1,252
Net income	507	3,381
Total surplus account		4,251

STATISTICS OF TRAFFIC.

Period from July 12, 1898 to June 30,	1899.	1900
Revenue passengers carried	372,658	604,333
Transfer " "	54,173	117,220
Car miles run	105,200	203,694
Total receipts per car mile	$.175	$.155
Operating expenses per car mile	.158	.112

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equipment	$206,548	$348,801
Cash	9,309	20,796
Current assets	690	52,260
Materials and supplies	3,541	72
Total	$220,088	$421,932
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	80,000	80,000
Loans	35,513	213,548
Current liabilities	4,068	24,133
Profit and loss (surplus)	507	4,251
Total	$220,088	$421,932

PLANT AND EQUIPMENT.—Miles of track, 8.25; 70 lb. rail; 16 motor cars; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. John Fritz, V. Pres. Chas. H. Cummings, Sec. & Treas. David J. Pearsall, Supt. D. E. Cummings.

DIRECTORS.—John Fritz, Bethlehem, Pa.; David J. Pearsall, Mauch Chunk, Pa.; Chas. H. Cummings, Arthur J. Wood, William J. Clark, Chas. T. Hughes, Theodore Beran, Horatio N. Powers, John C. Bennett, Chas. E. Estabrook, New York City.

GENERAL OFFICE, Port Chester, N. Y.

Date of information, Mar., 1901. z

PORT HURON, MICH.

Population in 1880, 8,883, in 1890, 13,543, in 1900, 19,140.

City Electric Railway Co.—Chartered and municipal franchise granted in May, 1892. New franchise granted Mar. 1, 1899 for 30 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $200,000, issued, $155,000, in treasury $45,000; dated Mar. 1, 1893, due 1913, but subject to call at 105 after Mar. 1, 1903; denom. $1,000; int. payable Mar. and Sept., at office of Hanover National Bank, of New York; trustee of mortgage, Union Trust Co., of Detroit.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$46,250	$46,738	$57,455	$67,340
" other sources	6,315	8,514	7,935	8,200
" total	52,565	55,252	65,390	75,540
Operating expenses and taxes	37,537	37,999	37,176	43,358
Earns. from operation	15,028	17,253	28,214	32,182
Deductions from earnings.				
Int. on bonds		3,427	8,280	8,595
" " floating debt		8,079	2,570	2,196
Net income		5,748	17,364	21,391
Per c. op. exp. to total receipts	71.4	68.8	56.8	57.0

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T and 85 lb. grooved rail; 38 cars, of which 28 are motor cars and 10 trail cars; Gen. Elec. dynamos, Gen. Elec. and West motors, Ellis and St. Louis cars; rent power.

OFFICERS.—Pres. Albert Dixon, Sec. F. J. Dixon, Treas. W. L. Jenks, Gen. Man. H. A. Dixon.

DIRECTORS.—H. A. Dixon, A. Dixon, F. J. Dixon, W. L. Jenks.

GENERAL OFFICE, 917 Military St., Port Huron, Mich.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 49 (ill.).

Date of information, Mar., 1901. z

PORT JERVIS, N. Y.

Population of Port Jervis and suburbs in 1900 (local estimates), 12,000.

Port Jervis Electric Street Railway Co.—Chartered in May, 1897. Municipal franchise granted in Jan., 1897. Annual meeting last Thursday in Dec. This road commenced operation on Jan. 15, 1898. On Jan., 1899, a receiver for this property was appointed.

CAPITAL STOCK, authorized and issued, $70,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, coupon, but may be registered; authorized and issued $70,000; dated Jan. 1898, due 1918; denom. $100 and $1000; int. payable Jan. and July, at office of Manufacturers' Trust Co., of Brooklyn, trustee of mortgage.

Receivers certificates, $3,207.

OPERATION.—Period from Jan. 15 to June 30,	1898.	Year end. June 30, 1899.	1900.
Gross receipts	$6,474	$10,835	$9,622
Operating expenses	5,088	10,483	8,993
Earnings from operation	1,386	352	629
Deductions from earnings.			
Interest	205	3,588	3,888
Taxes		228	673
Net income	1,181	*3,464	*3,932
Total surplus		*4,959	*8,891

*Deficit.

STATISTICS OF TRAFFIC.

Period from Jan. 15 to June 30,	1898.	Year end. June 30, 1899.	1900.
Revenue passengers carried	152,392	240,847	221,078
Transfer " "		25,374	23,807
Car miles run	39,915	80,121	88,314
Total expenses per car mile	$.162	$.135	$.109
Operating expenses per car mile	.127	.130	.102

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$140,155	$144,212	$144,212
Cash	208	349	491
Current assets	1,905	1,532	1,532
Profit and loss (deficit)		4,959	8,891
Total	$142,268	$151,052	$155,126
LIABILITIES.			
Capital stock	$ 70,000	$ 70,000	$ 70,000
Funded debt	70,000	73,207	73,207
Current liabilities	1,087	7,845	11,919
Profit and loss (surp.)	1,181		
Total	$142,268	$151,052	$155,126

PLANT AND EQUIPMENT.—Miles of track (electric), 4.4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars; Ball engines, Triumph dynamos, Gen. Elec. motors, Brill and Stephenson cars, Brill trucks.

OFFICERS.—Recr. C. J. Van Inwegen, Pres. W. P. Richardson, Goshen, N. Y.; V. Pres. & Gen. Man. C. J. Field, New York City; Sec. & Treas. J. W. Bissell, Port Jervis; Supt. J. P. Oakley.

DIRECTORS.—W. P. Richardson, C. J. Van Inwegen, J. W. Bissell, H. W. Merwin, H. Hasbrook, E. M. Slothers, T. L. Ten Eyck, A. F. Carnigie, J. S. Laing.

GENERAL OFFICE, Port Jervis, N. Y. New York office, 30 Broad St.

Date of information, Dec., 1900. b

PORTLAND, ME.

Population in 1880 33,810, in 1890, 36,425, in 1900, 50,145.

Portland Railroad Co.—Chartered Mar. 19, 1863, for 25 years. Municipal franchise granted 1888 for 50 years. This company operates the Ocean Street R. R. Co. Annual meeting third Wednesday in Aug. This company in 1898 purchased the property of the Portland & Cape Elizabeth Ry. Co., and in Dec., 1900, purchased the Portland & Yarmouth Electric Ry.

Capital Stock, authorized, $1,000,000, issued, $999,973; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized and issued, $500,000; dated May 1, 1893, due 1913; denom.

$1,000; int. payable May and Nov., at First National Bank of Portland; trustees of mortgage, Franklin R. Barrett and E. A. Noyes.

Portland & Cape Elizabeth Railway Co.'s first mortgage 5 p. c. gold coupon bonds, authorized. $400,000, issued, $400,000; dated Nov., 1895, due 1915; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	*1899.	1900.
Receipts from pass...	$247,566	$274,849	$300,237	$333,695	$410,365
" other sources	3,859	2,008	1,889	2,170	3.147
" total........	251,425	276,858	302,126	335,865	413,512
Operating expenses...	184,946	188,674	207,558	214,720	285,157
Earn. from operation..	66,478	88,184	94,568	121,145	128,355
Deductions from earns.					
Interest............	20,856	22,500	22,500	25,833	42,500
Int.and dis. on funded debt and loans.....		4,272	2,565		4,209
Taxes..............	4,489	5,579	6,454	4,079	9,954
Other deductions....			29,334	7,476	
Net income..........	41,133	55,832	33,715	83,757	71,691
Dividends paid, 6 p.c..	18,000	20,883	29,658	29,709	49,780
To surplus account....	23,133	34,949	4,057	54,048	21,911
Credits to profit & loss.					87,296
Total surplus account.	15,043	21,006	25,063	79,111	188,318

*Including the Portland & Cape Elizabeth Ry. from Mar. 1 to June 30, 1899.

Dividends paid, 6 p. c. each year since 1890, in 1900, 5 p. c.

OPERATING EXPENSES.

Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Maint.of way and struct.	$ 31,173	$ 23,399	$ 42,356	$ 34,535	$ 49,657
Maint. of way and equip.	26,627	42,665	36,113	33,436	31,154
Conducting trans.......	117,192	101,377	106,984	123,477	179,497
General expenses......	9,953	21,233	22,105	23,272	24,749
Total	$184,946	$188,674	$207,558	$214,720	$285,157

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried........	4,982,809	5,444,897	6,129,440	7,729,072
Car miles run............	972,327	1,155,854	1,369,323	1,907,071
Total receipts per car mile..	$.285	$.261	$.245	$.216
Operating exp. per car mile	.194	.179	.156	.149

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road....	473,913	$ 581,491	$ 581,491	$652,642	$677,642
" equip...	246,692	149,702	149,242	170,722	186,540
Real estate.....	182,297	338,824	342,724	351,064	395,334
Cash assets.....	4,047	6,533	11,048	97,502	9,776
Other assets....	4,948	1,901	1,025		
Properties of the P. & C. E. Ry.				896,000	901,000
Total.......	$911,897	$1,078,451	$1,085,530	$2,167,93	$2,170,292
LIABILITIES.					
Capital stock....	$300,000	$493,967	$495,467	$999,318	$999,973
Funded debt....	500,000	500,000	500,000	900,000	900,000
Other liabilities.	96,854	63,478	65,000	102,000	82.000
Pro. & loss (sur.)	15,043	21,006	25,063	166,612	188,319
Total.......	$911,897	$1,078,451	$1,085,530	$2,167,930	$2,170,292

Plant and Equipment.—Miles of track (electric), owned, 35.85, leased, 16.43; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T, tram and girder rail; 120 motor cars and 36 trail cars; 2,050 H. P. power plant; Allis and Wheelock engines, Gen. Elec. dynamos and motors, Brill and Wason cars, Brill, Bemis, and Peckham trucks.

Officers.—Pres. W. R. Wood, Sec. Treas. Gen. Man. & Pur. Agt. E. A. Newman, Ch. Engr. of Power Station Wm. E. Knowlton, Elecn. John R. Blackhall.

Directors.—Wm. R. Wood, Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Charles S. Fobes, J. S. Ricker, A. Whitney.

General Office, 471 Congress St., Portland, Me.

References.—Annual report, Vol. X, Feb., '93, p. 146; Vol. XI, Mar., '95, p. 178; description of road, Vol. XII, Mar., '96, p. 149 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Feb., 1901. b

Portland & Yarmouth Electric Railway Co.—This road runs from Portland and Deering through Falmouth and Cumberland to Yarmouth, and was operated by contractor from Aug. 2, 1898, to Jan. 1, 1899, and thereafter by the company. In Dec., 1900, the control of this company was acquired by the Portland R. R. Co.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized, $350,000; issued, $270,000; dated Mar. 1, 1899; due, 1919; denom. $1,000; int. payable Mar. and Sept.

Operation.—Period Aug. 2, 1898, to June 30,

	1899.	Year ending June 30, 1900.
Gross receipts........................	$27,477	$55,096
Operating expenses....................	22,016	39,276
Earnings from operation...............	5,461	15,820
Deductions from earnings.		
Interest............................		14,390
Taxes...............................		280
Net income............................		1,150
To surplus account....................		1,150
Total surplus account.................		6,611

STATISTICS OF TRAFFIC.

Period Aug. 2, 1898, to June 30,	1899.	1900.
Passengers carried....................	557,057	1,094,864
Car miles run.........................	148,329	302,566

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equipment............	$540,000	$712,300
Other permanent investments...........	77,104	
Cash..................................	2,706	300
Materials and supplies................	2,000	2,611
Total.................................	$621,810	$715,211
LIABILITIES.		
Capital stock.........................	$300,000	$300,000
Funded debt...........................	270,000	270,000
Current liabilities...................	42,749	135,000
Accrued "	3,600	3,600
Profit and loss (surplus).............	5,461	6,611
Total.................................	$621,810	$715,211

Plant and Equipment.—Miles of track (electric), 14.27; 20 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. S. L. Larrabee, V. Pres. W. H. Milliken, Sec. & Treas. Henry P. Cox, Gen. Man. S. Edgar Whitaker.

Directors.—Seth L. Larrabee, Wm. H. Milliken, Edward B. Winslow, Louis B. Wheildon, Hutson B. Saunders, Henry P. Cox.

General Office, Portland, Me.

Date of information, Feb., 1901. b

PORTLAND, ORE.

Population in 1880, 17,577, in 1890, 46,385, in 1900, 90,426.

Portland Railway Co.—This is the successor to the Portland Consolidated Street Ry. Co., which was sold under foreclosure of mortgage in Jan., 1896, to parties representing the second mortgage bondholders. The former company was a consolidation of the Multnomah Street Ry. Co., the Metropolitan Ry. Co., the Portland & Vancouver Ry. Co. and the Vancouver St. Ry. Co. The company also owns a ferry system across the Columbia River, with one acre of land on each side of the river for wharfage privileges. The capital stock of this company is now controlled by the Portland Traction Co.

Capital Stock.—Common stock, $700,000.

5 p. c. preferred stock, $100,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued (see Note); coupon, but may be registered; dated Feb. 1, 1896, due Jan. 1, 1916, but redeemable at par and accrued interest in 1906 and thereafter; denom. $250, $500 and $1,000; int. payable Jan. and July, at office of the Mercantile Trust Co., of New York.

Multnomah Street Ry. Co.'s first mortgage 6 p. c. gold bonds, $148,000; dated June 1, 1890, due 1910; int. payable June and Dec.

Portland & Vancouver Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated 1889.

Note.—Of the first consolidated mortgage bonds, $552,000 are issued on account of the constructed and existing plant and equipment; $248,000 are held in escrow to retire the bonds of the Multnomah Street Ry. Co. and the Portland & Vancouver Ry. Co., and the remainder are to be issued only for new track equipped with improved motor power at a rate not exceeding $20,000 per mile.

Of the first consolidated mortgage bonds $2,457,000 are of $1,000 denomination and are called "Series A"; 30,000 are of $500 denomination. and are called "Series B"; and $13,000 are of $250 denomination and are called "Series C."

The property and franchises formerly acquired by the Portland Consolidated Street Ry. Co. from the Metropolitan Ry. Co., are not covered by the first consolidated mortgage bonds.

Franchises.—The charters and franchises give the company the right to build and operate railroads in Portland and vicinity, to carry freight and passengers and to condemn property in the counties surrounding Portland.

Plant and Equipment.—Miles of track (electric), 29, cable, 2; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 40 lb. T rail; 3 horses; 58 motor cars and 12 trail cars, 16 grip cars, 6 freight cars and snow plows; Beck and Ball engines, West. and Gen. Elec. motors, Brill, Pullman and Hand cars; power rented, but 1-500 H. P. cable station held in reserve.

Officers.—Pres. O. F. Paxton, V. Pres. Wm. H. Crocker, San Francisco; Sec. F. L. Brown, Cleveland, Ohio; Treas. J. C. Ainsworth, Audr. J. F. Batchelder, Gen. Man. & Pur. Agt. F. I. Fuller.

General Office, First and Washington Sts., Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 301 (ill.).

Date of information, Feb., 1901. z

City & Suburban Railway Co.—Chartered June, 1891. This is a consolidation (1891), of the Transcontinental St. Ry. Co. and the Willamette Bridge Ry. Co. This company leases and operates the Metropolitan R. R.

Capital Stock, authorized, $1,000,000, issued, $753,300; par value, $100 per share.

Funded Debt.—New mortgage 4 p. c. gold bonds, authorized, $3,000,000, issued (see note); dated June 1, 1900, due 1930; denom. $1,000, subject to call at par after June 1, 1915; coupon, but may be registered; int. payable June and Dec., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

PRIOR LIENS.

Willamette Bridge Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Sept. 1, 1889, due 1919; denom. $100; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $843,000, in escrow (see Note), $100,000, in treasury, $47,000; dated Sept. 1, 1891, due 1916; int. payable Mar. and Sept., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

Note.—It is stated that new mortgage bonds for $1,125,000 will be held to retire prior liens and balance issued as required for floating debt, improvements and extensions.

Plant and Equipment.—Miles of track owned, 58; operated by electricity, 50; leased, 8.75; by steam, 8; total, 66.75; gauge, 3 ft. 6 in.; 30 lb. and 40 lb. T and girder rail; 72 cars, of which 60 are motor cars, and 12 trail cars; 7 steam motors; Baldwin engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers.—Pres. T. Woodward, V. Pres. H. W. Corbett, Sec. Treas. & Elecn. C. F. Swigert, Gen. Man. & Supt. H. C. Campbell, Asst. Supts. E. G. McGaw, George P. Lumsden, Pur. Agt. James Caldwell, Ch. Engr. of Power Station H. Stipes.

Directors.—T. Woodward; H. W. Corbett, H. C. Campbell, C. A. Dolph, R. Mallory.

General Office, Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 299 (ill.).

Date of information, Mar., 1901. x

Portland City & Oregon Railway Co.—This company proposes to reorganize the East Side Railway Co., which was sold at receiver's sale on Dec. 8, 1900, for $550,000, to Frederick S. Morris, of Portland, representing a syndicate who announce reconstruction and re-equipment, which have already been ordered, and new extensions of the road. The new company will carry freight and passengers between Oregon City and Portland, with a branch to Mount Tabor.

Capital Stock, unknown.

Funded Debt, unknown.

New Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 20 motor cars and 15 trail cars; 2 steam motors; Baldwin engines, Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Wm. H. Hurlburt.

General Office, 134 First St., Portland, Ore.

Date of information, Feb., 1901. z

Portland Traction Co.—Chartered 1894, as a successor to the Portland Cable Ry. Co. Annual meeting in March. This company is not an operating company, having in Apr., 1900, transferred its properties to the Portland Ry. Co., the capital stock of which it now controls.

Capital Stock, authorized, $400,000, issued, $300,000.

Funded Debt.—None.

Officers.—Pres. S. P. Smith, V. Pres. Wm. H. Crocker, Sec. F. W. Hall, San Francisco.

General Office, Mills Bldg., San Francisco, Cal.

Reference.—Description of road, Vol. IX, May, '93, p. 302 (ill.).

Date of information, Feb., 1901. z

City & West Portland Park Motor Co.—Chartered Apr. 4, 1889. It is stated that this road has not been in operation for over four years, but it is expected to start again in the summer of 1901.

Capital Stock, authorized, $100,000, issued, $65,000.

Funded Debt.—First mortgage 5 p. c., $100,000.

Plant and Equipment.—Miles of track, 6.5; operated by steam, 5.5, by electricity, 1; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 17 cars, 2 steam motors; Gen. Elec. dynamos and motors.

Officers.—Pres. E. T. Johnson, V. Pres. Treas. Gen. Man. & Pur. Agt. T. A. Wood, Sec. W. H. Wood, Ch. Engr. J. K. Wood.

General Office, Room 24, A. O. U. W. Temple, Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 305 (ill.).

Date of information, Jan., 1901. z

PORTSMOUTH, N. H.

Population in 1890, 9,827, in 1900, 10,637.

Portsmouth, Kittery & York Street Railway Co.—This road commenced operation Aug. 12, 1897.

CAPITAL STOCK, authorized and issued, $220,300; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1897, due 1917; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

OPERATION.—Period from Aug. 12, 1897,

	to June 30, 1898.	Year end'g June 30, 1899.	1900.
Receipts from passengers	$41,061	$67,497	$66,042
" other sources	265	3,415	5,148
" total	41,326	70,912	71,180
Operating expenses	23,943	31,951	46,462
Earnings from operation	17,383	38,961	24,718
Deductions from earnings.			
Interest		12,000	12,034
Insurance	2,345	799	
Taxes		283	418
Net income	15,038	25,879	12,266
Dividends paid	5,245	19,020	15,996
Surplus	9,793	6,859	*3,730
Debits profit and loss			5,085
Total surplus		16,652	7,837

* Deficit.

STATISTICS OF TRAFFIC.

Commenced Aug. 12, to June 30,	1898.	Year end'g June 30, 1899.	1900.
Passengers carried	821,220	1,349,936	1,320,840
Car miles run		363,853	361,850
Total receipts per car mile		$.167	$.196
Operating expenses per car mile		.087	.128

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Total permanent investments	$400,000	$400.000	$430,620
Cash	13,793	20,652	5,156
Other assets			1,377
Total	$413,793	$420,652	$437,153
LIABILITIES.			
Capital stock	$200,000	$200,000	$220,300
Funded debt	100,000	200,000	200,000
Current liabilities			5,016
Accrued interest	4,000	4,000	4,000
Profit and loss (surplus)	9,793	16,652	7,837
Total	$413,793	$420,652	$437,153

PLANT AND EQUIPMENT.—Miles of track (electric), 15.65; gauge, 4 ft. 8½ in.; 13 motor cars; Ball & Wood engines, Gen. Elec. dynamos, West. motors, Briggs cars. Peckham trucks.

OFFICERS.—Pres. E. Burton Hart, Jr., V. Pres. Theo. L. Peters, Treas. W. G. Meloon, Gen. Man. W. G. Meloon, Ch. Engr. of Power Station S. E. Woodbury.

DIRECTORS.—E. Burton Hart, Jr., 59 E. 79th St., N. Y. City; Theo. L. Peters, 30 Pine St., N. Y. City; Frank E. Rowell, Horace Mitchell, W. G. Meloon, Kittery, Me.; Wilson M. Walker, York, Me.; M. I. Masson, Brunswick, Me.

GENERAL OFFICE, Portsmouth, N. H.

Date of information, Mar., 1901. z

PORTSMOUTH, O.

Population in 1880, 11,321, in 1890, 12,387, in 1900, 17,870.

Portsmouth Street Railroad & Light Co.—Chartered July, 1893, for 25 years, from Sept. 21, 1892, to operate an electric street railway and furnish electric light, heat and power in Scioto County.

CAPITAL STOCK, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $83,000; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York; trustee of mortgage, Chas. L. Fairchild, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 48 lb. girder and T rail; 18 cars, of which 10 are motor cars and 8 trail cars; Ball & Wood and Buckeye engines, West. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. Levi D. York, V. Pres. R. D. York, Sec. & Treas. B. F. Vincent, Gen. Man. S. B. Timmonds, Supt. & Elecn. S. P. Baird, Ch. Engr. J. Weimer.

DIRECTORS.—Floyd L. Smith, Levi D. York, S. P. Baird, H. S. Grimes, S. B. Timmonds, Anselm I. Holcomb.

GENERAL OFFICE, Portsmouth, O.

Date of information, Feb., 1901. d

PORTSMOUTH, VA.

Population in 1880, 11,390, in 1890, 12,268, in 1900, 17,427.

Old Dominion Railway Co.—This company was organized Feb. 28, 1901, as the consolidation of the Portsmouth Street Ry. Co., the River Front R. R. Co., the Norfolk County Ry. Co., and the Virginia Equipment Co., and operates in Portsmouth City and Norfolk County, the lines running from Portsmouth to Park View to Scottsville and Port Norfolk to Brighton and Piedmont, to U. S. Navy Yard, and to U. S. Arsenal and Gilmerton; the Gilmerton division having additional steam service.

CAPITAL STOCK, authorized, $1,535,000, issued, $535,000; par value, $50 per share.

FUNDED DEBT.—A new issue of consolidated 5 p. c. bonds is now in preparation to be used in retiring the following prior liens amounting to $510,000 and making several extensions.

PRIOR LIENS.

Portsmouth St. Ry. Co's first mortgage 6 p. c. gold bonds, outstanding, $142,000; dated Apr. 14, 1898, due Jan., 1918.

Second mortgage 6 p. c. gold bonds, outstanding, $100,000; dated Apr. 19, 1898, due Jan., 1918; United Security Life Insurance & Trust Co., of Philadelphia, Pa., trustee of first and second mortgages.

Improvement and extension 6 p. c. gold bonds, outstanding, $68,000; dated Mar. 22, 1900, due July, 1920; Colonial Trust Co., of Philadelphia, Pa., trustee.

River Front Railroad Co.'s first mortgage 5 p. c. gold bonds, outstanding, $200,000; dated May 24, 1900, due July, 1930; principal and interest guaranteed, Colonial Trust Co., of Philadelphia, Pa., trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 57 lb. T and 70 lb. girder rail; 15 motor cars and 4 trail cars; West. dynamos and motors; duplicate power station; Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. H. G. Williams, Sec. & Treas. M. H. Leonard, Supt. & Pur. Agt. Louis Mountnay, Elecn. E. B. Devine.

DIRECTORS.—H. G. Williams, M. H. Leonard, Philadelphia, Pa.; Charles Adamson, Charles H. Bannard, Thomas Reath, Powell, Evans, William Verner.

GENERAL OFFICE, Queen and Water Sts., Portsmouth, Va.

PHILADELPHIA OFFICE, 119 South 4th St.

Date of information, Mar., 1901. z

POTTSTOWN, PA.

Population in 1880, 5,305, in 1890, 13,285, in 1900, 13,696.

Pottstown Passenger Railway Co.—Chartered July 3, 1890. Commenced operation June 15, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $87,500.

FUNDED DEBT, authorized and issued, $75,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$22,291	$16,474	$14,478	$17,163	$23,746
Operating expenses	25,183	23,230	19,847	21,719	19,698
Earnings from operation	*2,892	*6,756	*5,369	*4,556	4,408
Deduc. from earnings.					
Interest			1,115	725	2,841
Taxes		752	627	423	770
Rentals		544			
Other deductions					3,172
Net income		*8 052	*7,111	*5,704	*2,735

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$125,596	$127,627	$127,627	$127,627	$127,627
" equipment	29,594	29,647	29,509	29,474	29,051
Other assets	368	4	5	617	1,526
Profit & loss (deficit)	8,918	16,969	24,081	29,785	32,521
Total	$164,477	$174,247	$181,222	$187,506	$190,725

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ 87,500
Funded debt	39,500	43,500	44,500	45,000	75,000
Floating debt	57,300		64,280	64,980	24,500
Bills payable	3,994				
Other liabilities	1,683	68,746	10,442	15,526	3,725
Total	$164,477	$174,247	$181,222	$187,506	$190,725

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 48 lb. and 66 lb. T and girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Ball engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. N. Malsberger, Sec. Treas. & Man. S. H. Fridy, Supt. Geo. H. Miller.

DIRECTORS.—Geo. N. Malsberger, C. Fegely, J. A. Healy, J. C. Sotter, S. H. Fridy.

REFERENCE.—Description of park (brief.), Vol. XII, July, '96, p. 40.

Date of information, Feb., 1901. z

Ringing Rocks Electric Railway Co.—Chartered Sept. 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT, authorized and issued, $54,000.

OPERATION.—Year ending June 30.

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$10,360	$6,635	$4,837	$5,503	$8,111
" other sources	2,354	2,019	670	415	627
" total	12,714	8,654	5,507	5,918	8,738
Operating expenses	6,208	6,267	7,557	6,397	7,464
Earnings from operation	6,506	2,387	*2,050	*479	1,274
Deductions from earnings.					
Taxes				211	111
Interest				1,620	1,192
Net income				*2,310	*29

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 74,646	$ 77,258	$ 77,384	$ 77,391	$ 77,436
" equipment	36,613	36,664	37,338	37,338	37,338
Material on hand	2,747	4,500			
Cash	779	1,383			
Profit and loss (deficit)			8,278	15,071	16,026
Total	$114,785	$119,785	$123,000	$129,800	$130,800
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	54,000	54,000	54,000	54,000	54,000
Unfunded debt			11,500	16,000	16,000
Other liabilities	4,000	7,935			
Interest	1,292	2,070	7,500	9,800	10,800
Profit and loss (surplus)	5,493	5,780			
Total	$114,785	$119,785	$123,000	$129,800	$130,800

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T and girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; Green engines, Siemens & Halske dynamos, Baxter motors, St. Louis cars.

OFFICERS.—Pres. M. R. Davidheiser, V. Pres. Theo. B. Miller, Sec. & Gen. Man. Frank S. Brant, Treas. A. K. Shaner, Supts. Wm. H. Wiand and B. H. Starr.

DIRECTORS.—Frank S. Brant, W. H. Wiand, H. G. Rahn, M. R. Davidheiser, G. C. Hollenbach, A. K. Shaner, A. Hartenstine, Theo. B. Miller, R. E. Shaner.

GENERAL OFFICE, 156 High St., Pottstown, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May, '97; p. 290.

Date of information, Feb., 1901. z

POTTSVILLE, PA.

Population in 1880, 13,253, in 1890, 14,117, in 1900, 15,710.

Pottsville Union Traction Co.—Perpetual charter granted May 15, 1899. Annual meeting second Monday in Jan. This company operates by virtue of control of stocks in hands of trustee of mortgage, and of leaseholds, the properties of the following companies:

Schuylkill Electric Ry. Co.
Pottsville & Reading Ry. Co.
Tamaqua & Pottsville Electric R. R. Co.
Schuylkill Haven & Orwigsburg Street Ry. Co.
People's Ry. Co. of Pottsville.
Coal Castle Electric Ry. Co.
Port Carbon & Middleport Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $1,250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,250,000; issued, $1,000,000; in treasury, $250,000 (see Note); dated Sept. 1, 1899, due 1929; denom. $500 and $1,000; int. payable at office of The Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$750,000 of the $1,000,000 issued of these bonds are held by trustee to retire all underlying liens of the constituent companies (which see for description); $250,000 held in treasury can only be issued for extension and equipment in mileage.

OPERATION.—The new company commenced operation of the properties Sept. 1, 1899, and the figures given are for the year ending Dec. 31, 1900.

Receipts from passengers	$141,145
" other sources	1,321
" total	142,466
Operating expenses	77,487
Earnings from operation	64,979
Deductions from earnings.	
Taxes and insurance	3,435
Interest and rentals	59,470
Net income	2,074

* Deficit.

BALANCE SHEET.—Dated Dec. 30, 1900.

ASSETS.

Cost of road and properties	$1,248,062
" " leases and betterments	251,881
Supplies and cash	2,872
Total	$1,502,815

LIABILITIES.

Capital stock	$1,250,000
Funded debt (direct)	250,000
Profit and loss (surplus)	2,815
Total	$1,502,815

PLANT AND EQUIPMENT.—Miles of track (electric), 45.3; gauge, 4 ft. 8½ in.; 60 lb. T and 76 lb. girder rail; 50 cars, of which 43 are motor cars and 7 trail cars; 1 snow plow and 1 snow sweeper; Frick engines, Walker dynamos, Gen. Elec. and Walker motors, Brill, Pullman and Jackson & Sharp cars, Brill, Peckham, McGuire, Dorner & Dutton and Taylor trucks.

OFFICERS.—Pres. Clarence P. King, V. Pres. Thomas B. Prosser, Sec. W. C. Pollock, Jr., Treas. Joseph B. Hoellman, Supt. D. J. Duncan.

DIRECTORS.—R. C. Luther, F. H. Treat, William F. North, Thomas B. Prosser, H. H. Pearson, Jr., Wm. C. Pollock, Jr., C. Berkeley Taylor, M. S. Collingwood, Sheldon P. Ritter.

GENERAL OFFICE, Pottsville, Pa., Pres. Office, Real Estate Trust Bldg., Philadelphia, Pa.

Date of information, Mar., 1901. z

Schuylkill Electric Railway Co.—Chartered Oct. 5, 1889, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized and issued, $650,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Feb. 1, 1895, due 1925; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—The mortgage deed of the first mortgage bonds provides that after Feb. 1, 1900, $5,000 per annum shall be passed to a sinking fund for the retirement of bonds.

FRANCHISES.—The company's franchises are perpetual.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.,

Date of information, Feb., 1901. z

Pottsville & Reading Railway Co.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $100,000, issued, $56,600; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; denom. $1,000; int. payable in Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. and 78 lb. rail.

OFFICERS.—Pres. F. H. Treat, Sec. & Treas. W. C. Pollock, Jr.

Date of information, Feb., 1901. z

Tamaqua & Pottsville Electric Railroad.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $250,000; issued, $60,000; coupon, but may be registered; dated Jan. 15, 1895, due 1925; denom. $500 and $1,000; int. payable in Jan. and July, at office of Columbia Avenue Saving Fund, Safe Deposit, Title & Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

OFFICERS.—Pres. Thomas B. Prosser, Sec. & Treas. Wm. C. Pollock, Jr.

REFERENCE.—Mortgage, Vol. XI, Mar., '95, p. 183.

Date of information, Feb., 1901. z

People's Railway Co. of Pottsville.—This road is leased to the Pottsville Union Traction Co. for 35 years.

OFFICERS.—Pres. R. C. Luther, Sec. W. D. Pollard.

Date of information, Feb., 1901. z

Schuylkill Haven & Orwigsburg Electric Railway Co.—Chartered Mar. 4, 1898, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $60,000; issued, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $60,000; denom. $1,000; dated May 1, 1898, due 1928; int. payable May and Nov., at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information Feb., 1901. z

Coal Castle Electric Railway Co.—Chartered Mar. 10, 1899, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $30,000; issued, $15,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated June 1, 1899, due 1929; denom. $1,000; int. payable June and Dec. at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Feb., 1901. z

Port Carbon & Middleport Electric Railway Co.—Chartered July 6, 1898, for 999 years; annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $100,000, issued, $60,000; par value $50 per share.

FUNDED DEBT.—None.

OFFICERS.—Pres. John A. Pattee, Sec. & Treas. John W. Pittock.

Date of information, Feb., 1901. z

POUGHKEEPSIE, N. Y.

Population in 1880, 20,207, in 1890, 22,206, in 1900, 24,029.

Poughkeepsie City & Wappingers Falls Electric Railway Co.—Chartered Mar. 22, 1894, as a consolidation of the City R. R. Co., the South Avenue Surface R. R. Co. and the Poughkeepsie & Wappingers Falls Street Surface Ry. Co. Annual meeting second Monday in January.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $404,000; coupon, but may be registered; dated July 1, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass	$91,813	$85,288	$	$85,656	$82,791
" other sources	479	11		1,318	2,212
" total	92,292	85,300	84,998	86,947	85,003
Operating expenses	58,356	47,965	49,540	47,012	56,056
Earnings from operation	33,936	37,335	35,458	39,962	28,947
Deductions from earnings.					
Taxes	2,567	3,668	4,940	2,373	4,172
Int. on funded debt	36,650	9,800	17,900	17,900	20,400
" " floating d't		8,300			
Rentals	80				
Net income	*5,361	15,567	12,618	19,689	4,375
Dividends		15,000	15,000	15,000	
Surplus		567	*2,382	4,689	4,375
Total surplus account	6,357	3,487	1,133	5,722	10,097

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 7,328	$ 6,286	$ 7,485	$ 5,258
Transportation expenses	44,065	38,063	37,391	37,574
Maintenance of way and build'gs.	268	370	1,356	1,041
" " equipment	6,696	3,246	3,308	3,139
Total	$58,356	$47,965	$49,540	$47,012

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	1,829,022	1,705,765	1,699,763	1,710,245
Car miles run	550,108	508,717	509,203	511,302
Total receipts per car mile..	$.168	$.168	$.167	$.170
Operating ex. per car mile.	.106	.094	.097	.092

BALANCE SHEET.—Dated June 30.

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of r'd & eq.	$1,107,379	$1,107,513	$1,107,513	$1,158,689	$1,173,963
Real estate	2,555	2,555	2.555	2,555	2,555
Cash	6,511	7,145	4,763	11,209	3,279
Total	$1,116,446	$1,117,212	$1,114,831	$1,172,453	$1,179,797
LIABILITIES.					
Capital stock	$ 750,000	$ 750,000	$ 750,000	$ 750,000	$ 750,000
Funded debt	196,000	196,000	358,000	396,000	404,000
Interest	5,525	5,725	5,725	5,731	700
Loans	150,000	150,000			3,000
Mort. on real es.	12,000	12,000		12,000	12,000
Pro. & loss (sur)	2,921	3,487	1,106	5,722	10,097
Total	$1,116,446	$1,117,212	$1,114,831	$1,172,453	$1,179,797

PLANT AND EQUIPMENT.—Miles of track (electric), 17.33; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. T and girder rail; 23 motor cars; Ball & Wood engines; Gen. Elec. dynamos and motors; American cars.

OFFICERS.—Pres. J. W. Hinkley, Sec. & Treas. Silas Hinkley, Supt. C. M. Davis, Ch. Engr. G. S. Smith.

DIRECTORS.—J. W. Hinkley, Frank B. Lown, W. H. Wood, Silas Hinkley, W. K. Roy, Wm. Boyle, J. W. Hinkley, Jr., W. H. Reese. G. C. Hall, N. Y. City.

GENERAL OFFICE, 489–493 Main St., Poughkeepsie. Treasurer's office, 23 Nassau St., New York.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 726 (ill.).

Date of information, Dec., 1900. b

PROVIDENCE, R. I.

Population in 1880, 104,857, in 1890, 132,146, in 1900, 175,597.

Providence-Pawtucket-Rhode Island Suburban Ry. Co.—A new name adopted by the United Traction & Electric Co., which now owns the entire capital stock of the Rhode Island Suburban Ry. Co., and in addition controls all the lines of Providence, Pawtucket and vicinity, except the Interstate Consolidated Ry. Co. of North Attleboro. This is not an operating company.

Capital Stock, authorized and issued, $8,000,000; par value, $100 per share.

Funded Debt.—United Traction & Electric Co.'s first collateral mortgage 5 p. c. gold bonds, authorized, $9,000,000, issued, $8,456,000; coupon, but may be registered; dated Mar. 1, 1893, due 1933; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Note.—The above issue of bonds is secured by a first mortgage on the following properties, which comprise the entire assets of the company:

87,000 shares of the Union R. R. Co. of Providence (The Union R. R. Co. owns 2,998 out of 3,000 shares of the capital stock of the Providence Cable Tramway Co.).

The entire capital stock ($500,000) of the Pawtucket Street Ry. Co

All the stock of the Union R. R. Co. and of the Providence Cable Tramway Co. which may be hereafter acquired by the company is to be covered by the mortgage.

3,618 shares (par value, $100) out of 4,000 shares of the capital stock of the Pawtuxet Valley Electric Street Ry. Co.

All of the first mortgage bonds of the Union R. R. Co.

$150,800 out of $198,000 of the first mortgage bonds of the Pawtuxet Valley Electric Street Ry. Co.

The original issue of bonds ($8,000,000) is practically a direct first mortgage on 115 miles of street railway track, including the existing lines and mileage of the Union R. R. Co., the Pawtucket Street Ry. Co., the Providence Cable Tramway Co. and the Pawtuxet Valley Electric Street Ry. Co. The trust deed provides that the unissued bonds ($1,000,000) may be issued for new construction, within a radius of 18 miles from the City Hall in Providence, to an amount not exceeding the actual cost of such new construction, and at a rate in no event exceeding $12,000 per mile of track. In accordance with this provision $456,000 has been issued to cover new mileage.

Dividends of the United Traction & Electric Co. in 1897, 1 p. c., 1898, 3 p. c., 1899, 3¼ p. c., 1900, 4 p. c., 1901, 1 p. c., quarterly.

Plant and Equipment.—Miles of track (all electric) controlled, 177. Other details see reports of constituent companies.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Treas. Cornelius S. Sweetland.

General Office, Providence, R. I.

Date of information, Feb., 1901. b x

Union Railroad Co.—Chartered Feb. 2, 1865. This company owns the capital stock of, and leases the Providence Cable Tramway Co.

Capital Stock, authorized and issued, $9,000,000; par value, $100 per share. The entire capital stock is owned by the United Traction & Electric Co. (which see), and is held in trust to secure the latter's bond issue.

Funded Debt.—First mortgage bonds, authorized and issued, $25,000; all owned by the United Traction & Electric Co. (which see), and all held in trust to secure the latter's bond issue.

Year ending June 30,	1896.	*1897.	1898.	1899.	1900.
Rcpts. from pass.	$1,563,873	$1,547,007	$1,581,322	$1,689,231	$1,911,236
" other sources.	1,030	11,794	18,162	23,588	3,152
" total	1,564,903	1,558,801	1,599,484	1,712,819	1,914,388
Opera'g expenses	888,943	913,210	807,145	873,446	934,792
Earn. from oper'n	675,960	645,591	796,233	839,373	949,180
Deduct. fr'm earn					
Int. charges...		13			1,559
Taxes	49,882	54,068	73,508	100,529	106,174
Net income	626,078	*611,510	718,831	738,834	841,447
Dividends paid..		304,500	652,500	696,000	720,000
To surplus acct..		307,010	66,330	42,834	121,447
Total surplus acct.		307,010	373,340	416,174	543,219
P. c. op. exp. to total receipts...	56.8	58.6	50.5	50.9	48.8
P. c. divid's paid.		3.5	7.5	8.	8.

*These figures are taken from the report furnished to the Board of R. R. Commissioners, there being a discrepancy of $20,000, due undoubtedly to a typographical error, but the totals do not prove as the figures are printed.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip.	$7,291,249	$7,321,151	$7,521,565	$7,929,997
Other assets	1,868,133	1,943,939	1,801,670	1,812,496
Total	$9,156,383	$9,265,090	$9,323,235	$9,742,493
LIABILITIES.				
Capital stock	$8,700,000	$8,700,000	$8,700,000	$9,000,000
Funded debt	25,000	25,000	25,000	25,000
Floating debt	127,373	166,750	182,051	174,274
Profit and loss (surplus)...	307,010	373,340	416,184	543,219
Total	$9,159,383	$9,265,090	$9,323,235	$9,742,493

Plant and Equipment.—Miles of track owned, 121.7, leased, 3.4, total track (electric), 125.1; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 453 cars, of which 395 are motor cars and 78 other cars; Providence engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

Officers.—Pres. Nelson W. Aldrich, V. Pres. C. H. Perkins, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Ch. Engr. G. C. Tingley, Elecn. W. D. Wright, Ch. Engr. of Power Station M. H. Bronsdon.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, G. W. R. Matteson, Arthur H. Watson, Marsden J. Perry, Wm. G. Roelker.

General Office, 32 Westminster St., Providence, R. I.

References.—Description of road, Vol. VII, May, '91, p. 227 (ill.); stock report, Vol. IX, Mar., '93, p. 198; notes, Vol. VII, July, '91, p. 371 (ill.); description of road (brief), Vol. XII. Oct. '96, p. 607; three-phase transmission system, Vol. XVI, Apr. 7, '00, p. 342-4 (ill.); polyphase system, Vol. XVI, July 7, '00, p. 612.

Date of information, Feb., 1901. b

Providence Cable Tramway Co.—Chartered July 24, 1884. This property was leased on Jan. 1, 1895, to the Union R. R. Co.

Capital Stock, authorized, $400,000, issued, $300,000; par value, $100 per share. $299,800 of the capital stock is owned by the Union R. R. Co. and forms part of the assets of the United Traction & Electric Co. (which see).

Operation.—The reports of operation are included in the report of the Union R. R. Co.

Plant and Equipment.—(See Union R. R. Co.)

Officers.—Pres. Nelson W. Aldrich, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, G. W. R. Matteson, Arthur H. Watson.

General Office, 32 Westminster St.

References.—Description of road, Vol. VI, Mar., '90, p. 117; notes, Vol. VI, Aug., '90, p. 401.

Date of information, Feb., 1900. b z

Pawtucket Street Railway Co.—Chartered July 18, 1885.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. The entire capital stock is owned by the United Traction & Electric Co. and is held in trust to secure the latter's bond issue.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$126,974	$132,940	$142,351	$165,598
Operating expenses	102,619	87,677	94,030	107,287
Earnings from operation	24,355	45,263	48,321	58,311
Deductions from earnings.				
Taxes	2,733	2,967	5,228	5,894
Net income	21,623	42,296	43,093	52,417
Dividends paid, 4 p. c.	20,000		40,000	40,000
Surplus	1,623	42,296	3,093	12,417
Total surplus	21,074	63,370	66,462	78,879
Per cent. op. exp. to total receipts.	80.8	65.9	66.0	64.8

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$535,283	$536,691	$538,120	$538,682
Other assets	45,005	31,251	48,943	49,517
Total	$580,288	$567,942	$587,063	$588,199
LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Floating debt	59,214	4,575	20,600	9,320
Profit and loss (surplus)	21,074	63,367	66,463	78,879
Total	$580,288	$567,942	$587,063	$588,199

Plant and Equipment.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. Prov. girder and T rail; 51 cars, of which 46 are motor cars and 5 other cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. L. B. Goff, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Supt. C. F. Luther.

Directors.—Nelson W. Aldrich, Marsden J. Perry, Wm. G. Roelker, Chas. H. Perkins, Providence; L. B. Goff, Darius L. Goff, E. N. Littlefield, Pawtucket, R. I.

General Office, 32 Westminster St., Providence, R. I.

Date of information, Feb., 1901. b

Pawtuxet Valley Electric Street Railway Co.—Chartered July 23, 1893. The properties of this company were purchased Jan. 1, 1900, by the Rhode Island Suburban Ry. Co.

Capital Stock, authorized and issued, $400,000; par value, $100 per share. $361,800 of this stock is owned by the United Traction & Electric Co., and forms part of the security for its bond issue.

Funded Debt.—First mortgage bonds, $247,200. $150,800 are owned by the United Traction & Electric Co., and form part of the security for its bond issue.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$28,361	$28,031	$42,934	$35,274
Operating expenses	22,609	26,028	31,729	18,499
Earnings from operation	5,752	2,003	11,195	16,775
Deductions from earnings.				
Interest charges	2,360	2,360	9,260	4,630
Taxes	336		834	881
Net income	3,056	*357	1,107	11,264
Total surplus account	8,340	7,983	9,084	17,273
P. c. op. exp. to total receipts	79.7	92.8	73.9	52.4

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$ 99,476	$ 99,767	$168,870	$171,154
Other assets	449,119	448,513	581,517	638,099
Total	$548,595	$548,280	$750,387	$809,253
LIABILITIES.				
Capital stock	$400,000	$400,000	$400,000	$400,000
Funded debt	47,200	47,200	185,000	247,200
Floating debt	93,054	93,096	156,103	144,780
Surplus	8,340	7,984	9,084	17,273
Total	$548,595	$548,280	$750,387	$809,253

Plant and Equipment.—Miles of track (electric), 11.15; gauge, 4 ft., 8½ in.; 48 lb. to 70 lb. T rail; 11 cars, of which 9 are motor cars and 2 trail cars; Harris-Corliss engines, Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Henry L. Greene, Sec. & Pur. Agt. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. A. T. Potter.

Directors.—Nelson W. Aldrich, Charles H. Perkins, Marsden J. Perry, Arthur H. Watson, Providence; H. L. Greene, River Point, R. I.

General Office, 32 Westminster St., Providence, R. I.

Date of information, Feb., 1901. b

Cumberland Street Railway Co.—The properties of this comwere purchased Jan. 1, 1900, by the Rhode Island Suburban Ry. Co.

Capital Stock, authorized and issued, $70,000; par value, $100 per share.

Funded Debt, $70,000.

Officers.—Pres. Nelson W. Aldrich, Sec. W. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. A. T. Potter.

Directors.—N. W. Aldrich, Wm. G. Roelker, M. J. Perry.

Date of information, Feb., 1901. b

Rhode Island Suburban Railway Co.—Organized June 2, 1899, commenced operation Jan. 1, 1900. This company owns the properties of the Cumberland Street Ry. Co. and the Pawtuxet Valley Electric Street Ry. Co., which are now a part of its system. The entire capital stock of this company is held by the newly organized Providence-Pawtucket-Rhode Island Suburban Ry. Co. (United Traction & Electric Co.)

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $5,000,000, issued, $1,341,200; held in escrow to retire prior liens, $388,000 (par value of liens $317,200); dated Jan. 1, 1900, due 1950; denom. $1,000; coupon, but may be registered; int. payable Jan. and July, at office of the company, Providence Union Trust Co. of Providence, trustee.

Plant and Equipment.—Miles of track (electric), 44.5; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 36 motor cars; Gen. Elec. motors, Jones cars, power rented.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. A. T. Potter.

Directors.—Nelson W. Aldrich, Marsden J. Perry, Wm. G. Roelker, Benjamin A. Jackson, A. T. Potter.

General Office, 32 Westminster St., Providence, R. I.

Date of information, Feb., 1901. b

Providence & Danielson Railway Co.—Chartered Sept. 20, 1899, in perpetuity. Annual meeting first Monday in Jan. This company is now constructing and has nearly ready for operation an electric railway connecting Providence, R. I., with Danielson, Conn., about 28 miles in length.

Capital Stock, authorized, $800,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated July 1, 1900, due 1920; denom. $1,000; subject to call at par after Jan. 1, 1905; int. payable Jan. and July at office of the Industrial Trust Co. of Providence, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in., 60 lb. T rail; 5 motor cars and 2 trail cars; 400 H. P. Harris-Corliss engines, Sprague generators, West motors, Jackson & Sharpe cars, Peckham trucks.

Officers.—Pres. Franklin P. Owens, Sec. Franklin A. Smith, Treas. & Gen. Man. Geo. W. Prentice.

Directors.—F. P. Owen, F. A. Smith, Jr., G. W. Prentice, Providence; J. H. Morris, Philadelphia, Pa.; D. F. Sherman, Portland, Ore.

General Office, 611 Banigan Bldg., Providence, R. I.

Power Station, Rockland, R. I.

Date of information, Mar., 1901. z

PUEBLO, COL.

Population in 1880, 3,217, in 1890, 24,558, in 1900, 28,157.

Pueblo Traction & Lighting Co.—This company is the successor, Dec., 1900, to the Pueblo Traction & Electric Co., which was a consolidation in 1899 of the Pueblo Electric St. Ry. Co. and the Pueblo Light & Power Co. This company owns all the electric railway, lighting and power properties in Pueblo.

CAPITAL STOCK, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000; dated Jan. 1, 1901, due 1921; denom. $1,000; int. payable Jan. and July.

Pueblo Traction & Electric Co.'s first mortgage 5 p. c. gold bonds, authorized, $750,000, issued $566,000 coupon, but may be registered; dated 1896, due 1916; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—First mortgage bonds are subject to call at 104 after Dec. 2, 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft.; 35 lb. T rail; 48 cars, of which 32 are motors and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Woeber cars.

OFFICERS.—Pres. M. D. Thatcher, V. Pres. T. H. Devine, Treas. Ward Rice, Sec. H. C. Baker, Gen. Man. & Pur. Agt. John F. Vail.

REFERENCE.—Increase of bonds, Vol. IX, June, '93, p. 419.

Date of information, Feb., 1901. x

PUNXSUTAWNEY, PA.

Population in 1880 674, in 1890, 2,792, in 1900, 4,375.

Punxsutawney Passenger Street Railway Co.—Chartered Feb. 1, 1892. Annual meeting second Monday in Jan. In Dec., 1899, the control of this company passed into new hands, and the capital stock was increased for the purpose of extending the road 5 miles.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT, $14,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1898.	1899.	1900.
Gross receipts	$4,949	$5,683	$4,934	$5,788	$11,536
Operating expenses	4,351	4,272	3,867	5,513	6,935
Earnings from operation	598	1,411	1,067	275	4,601
Fixed charges			1,704	104	2,106
Net income			*637	.171	2,495

* Deficit

NOTE.—No operating report for 1897 was given out.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$36,990	$36,990	$36,990	$36,990	$82,106
Cash					2,495
Material on hand	20		100	100	
Other assets	619	1,145			
Total	$37,629	$38,135	$37,090	$37,090	$84,601
LIABILITIES.					
Capital stock	$18,000	$18,000	$18,000	18,000	$80,000
Funded debt	14,000	14,000	14.000	14,000	
Unfunded debt	200	100	1,624	2,308	
Bills payable	638		939	939	
Other liabilities	4,790	4,790	6,035	2,527	
Profit and loss (surplus)				1,843	4,601
Total	$37,629	$38,135	$37,090	$37,090	$84,601

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 51 lb. girder rail; 8 motor cars; Green engines, West. dynamos and motors, New Castle cars.

OFFICERS.—Pres. S. E. Wilson, V. Pres. D. H. Clark, Treas. G. W. Kipp, Supt. C. M. Means.

DIRECTORS.—D. H. Clark, S. E. Wilson, Geo. W. Black, E. F. Kizer, Geo. W. Kipp.

Date of information, Feb., 1901. l

PUT-IN-BAY, O.

Population in 1880, 381, in 1890, 282.

Put-in-Bay Water Works, Light & Railway Co.—This company has been placed in the hands of a receiver, who leased the road to T. W. McCreary.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 75 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; West. dynamos and motors, St. Louis cars.

OFFICERS.—Gen. Man. T. W. McCreary.

Date of information, Feb., 1900. x

PUTNAM, CONN.

Population, in 1900, 7,348.

People's Tramway Co.—Chartered June 30, 1893, organized Apr. 26, 1898, as a consolidation of The People's Tramway Co., of Danielson, Conn., and The Putnam & Thompson Street Railway Co., of Putnam, Conn.

CAPITAL STOCK, authorized, $400,000, issued June 30, 1900, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized and issued, $600,000; dated Oct. 2, 1899, due Jan. 1, 1930; denom. $1,000; sinking fund of 1½ p. c., beginning 1904; int. payable Jan. and July, at office of Colonial Trust Co., of New York, trustee of mortgage.

OPERATION.—Under an agreement with contractors, and road still under construction for the year ending June 30, 1900.

Receipts from passengers	$29,414
" " other sources	1,481
" total	30,895
Operating expenses	15,884
Earnings from operation	15,011
Taxes	122
Net income	14,889

BALANCE SHEET.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road and equip. paid to cont. to date	$700,000	Capital stock	$200,000
Accounts receivable	8,684	Funded debt	500,000
Other assets	375	Accounts payable	14,889
Cash	7,482	Profit and loss (surplus)	1,652
Total	$716,541	Total	$716,541

PLANT AND EQUIPMENT.—Miles of track in operation and yet under construction, 15.75; additional under construction, 5.75; gauge, 4 ft. 8½ in.; 56 and 72 lb. T rail; 20 motor cars; 3,000 H. P. steam and water power station plant, West. generators and motors, Jones and Wason cars, Peckham trucks.

OFFICERS.—Pres. F. A. Jacobs, Sec. & Treas. H. H. Porter, Jr., Gen. Man. E. N. Sanderson, Supt. J. E. S. Cain, Ch. Engr. W. Russell.

DIRECTORS.—F. A. Jacobs, O. W. Bowen, Danielson; H. Hobart Porter, E. N. Sanderson, 31 Nassau St., N. Y. City; R. L. Warner, Brookline, Mass.; William P. Kelley, Killingly, Conn.; Clarence A. Potter, Brooklyn, N. Y.

GENERAL OFFICE, Putnam, Conn.

Date of information, Mar., 1901. z

QUAKERTOWN, PA.

Population in 1880, 1,769, in 1890, 2,169, in 1900, 3,014.

Quakertown Traction Co.—Chartered Nov. 27, 1896, for 99 years; municipal franchise granted Nov. 20, 1896, in perpetuity. Annual meeting in May. This company is now building an extension of twenty miles to Doylestown, Pa.

CAPITAL STOCK, authorized, $150,000; issued, $141,900; in treasury, $8,100; par value, $50 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold coupon and registered bonds, authorized, $150,000; issued, $135,000; dated Apr. 1897, due 1917; denom. $100, $200, $500 and $1,000; int. payable Apr. and Oct., at office of Doylestown Trust Co., of Doylestown, Pa., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements. The first mortgage bonds may be called for payment on and after 1907.

OPERATION.—Year ending June 30,	1899.	1900.
Receipts from passengers	$7,066	$12,712
" " other sources	639	947
" total	7,705	13,659
Operating expenses	9,993	17,173
Deficit	2,288	*3,514
Interest	3,936	5,286
Taxes	64	87
Rentals		544
Total deficit	6,288	9,431

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equipment	$235,000	$378,444
Other permanent investments		5,720
Cash on hand	533	1,243
Material on hand	4,336	
Open accounts		1,840
Profit and loss (deficit)	6,288	14,819
Total	$246,158	$402,066
LIABILITIES.		
Capital stock	$130,000	$141,900
Funded debt	105,000	135,000
Interest due and accrued	3,964	
Loans	7,194	96,110
Accounts payable		29,956
Total	$246,158	$402,066

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 70 lb. girder rail; 6 motor cars; 300 H. P. station plant, Corliss engines, Walker dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. C. Taylor Leland, Sec. S. R. Cramer, Treas. & Gen. Man. W. H. Davis, Ch. Engr. of power station, J. DeCoursey.

DIRECTORS.—C. Taylor Leland, S. R. Cramer, W. H. Davis, W. Ohlmerdine.

GENERAL OFFICE, Quakertown, Pa.

Date of information, Feb., 1901. b

QUEBEC, QUE.

Population in 1881, 62,446, in 1891, 63,090, in 1898, 70,000.

Quebec Railway, Light & Power Co.—This company is a reorganization in May, 1899, of the Quebec, Montmorency & Charlevoix Railway Co., and has purchased the Quebec District Ry. Co., which company owned the Quebec Street Ry. Co. and the Montmorency Electric Power Co.

CAPITAL STOCK, authorized, $3,000,000; issued, $2,500,000; held in treasury, *$500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, *$2,500,000, dated 1897, due, 1922; denom. $1,000.

*It is proposed to transform the present steam railway from Quebec to Cape Tourmente (30 miles), into an electric railway; and also to construct an electric railway from Quebec to Montmorency Falls (7 miles). The capital stock held in treasury, and a sufficient amount of the funded debt have been set aside for this purpose.

OPERATION.—Year ending June 30, 1899.

	Electric.	Steam.	Power.
Gross receipts	$147,085	$58,882	†$95,758
Operating expenses	106,078	34,321	44,400
Earnings from operation	41,007	24,561	51,358

†10½ months from Aug. 16, 1898.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.	Electric.	Steam.
Passengers carried	3,394,163	239,593
Car miles run	996,872	†56,319
Total receipts per car mile	$.147	†$1.045
Operating expenses per car mile	.106	†.609

† Train miles.

BALANCE SHEET.—Dated June 30, 1899.

ASSETS.

Cost of road, equipment, real estate and buildings.	
Montmorency division	$2,055,092
Power division	1,526,689
Citadel "	1,107,791
Beauport & Montmorency division	52,108
Materials and supplies	17,947
Cash	1,944
Accounts receivable	2,044
Montreal Trust & Deposit Co.	372,500
Total	$5,136,115

LIABILITIES.

Capital stock	$2,500,000
Funded debt	2,500,000
Accrued interest	165
Accounts payable	90,252
Subsidy account	16,523
Insurance fund account	12,720
Rolling stock "	2,021
Profit and loss (surplus)	14,434
Total	$5,136,115

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 17.22, steam, 32, under construction, 7, total, 56.22; gauge, 4 ft. 8½ in.; 72 lb. T rail; 112 cars, of which 50 are steam cars and 62 motor cars; West. motors; Ottawa cars.

OFFICERS.—Pres. Andrew Thomson, V. Pres. Frank Ross, Sec. & Treas. E. F. Wurtele, Gen. Man. & Ch. Engr. E. A. Evans, Supt. W. R. Russell, Elecn. D. E. Blair.

DIRECTORS.—H. J. Beemer, Montreal, Frank Ross, Andrew Thomson, E. E. Webb, Wm. Hanson, S. N. Parent, Judge Chauveau, Wm. Shaw, G. H. Thompson.

GENERAL OFFICE, St. Paul St., Quebec.

REFERENCE.—Description of system, Vol. XV, Aug., '99, page 495 (ill.).

Date of information, Feb., 1900. z

QUINCY, ILL.

Population in 1880, 27,268, in 1890, 31,478, in 1900, 36,252.

Quincy Horse Railway & Carrying Co.—Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $600,000; paid in, $160,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $140,000; denom. $500; int. payable Apr. and Oct.; trustees of mortgage, E. J. Parker and Jas. F. Carrott, of Quincy.

First consolidated mortgage, 5 p. c. gold bonds, authorized, $550,000, issued, $310,000. in escrow (see note), $140,000; in treasury, $100,000; coupon, but may be registered; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

NOTE.—Of the first consolidated mortgage bonds $140,000 are held in escrow to retire the first mortgage bonds above described.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 5 ft.; 45 lb. to 60 lb. T and girder rail; 42 cars, of which 35 are motor cars and 7 trail cars; Hamilton-Corliss and Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. G. F. Duncan (Portland, Me.); Sec. & Man. W. B. McKinley, Treas. H. P. Cox, Gen. Man. H. E. Chubbock.

REFERENCE.—Description of road, Vol. VII, Mar., 91, p. 130 (ill.).

Date of information, Feb., 1901. b

QUINCY, MASS.

Population in 1880, 10,570, in 1890, 16,723, in 1900, 23,899.

Quincy & Boston Street Railway Co.—Chartered Aug. 24, 1888. This company owns the Quincy Street Ry. and the Braintree Street Ry. Co. On July 18, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $767,400; par value, $100 per share.

FUNDED DEBT.—Braintree St. Ry. Co.'s first mortgage 6 p. c. bonds, $35,000, dated July 25, 1894, due 1814; principal and interest now guaranteed by the Brockton St. Ry. Co.

OPERATION.—Year ending Sept. 30,	1896.	1897.	1898.	1899.	July 18, 1900.
Recpts. from passengers	$96,304	$112,481	$128,838	$169,523	$135,554
" other sources	5,526	5,914	6,870	5,693	3,592
" total	101,830	118,395	135,728	175,216	139,146
Operating expenses	66,307	79,113	87,614	110,682	105,794
Earnings from operation	35,523	39,282	48,114	64,534	33,352
Deduc. from earnings.					
Interest	2,468	2,286	4,271	6,859	11,712
Taxes	3,443	3,922	7,548	13,233	11,318
Net income	29,611	33,075	36,295	42,642	10,322
Dividends paid	21,000	28,448	31,854	35,000	37,921
To surplus account	8,611	4,627	4,441	7,642	*27,599
Net cred. to profit & loss.					35,456
Total surplus account	55,916	38,778	50,000	57,278	66,435

* Deficit.

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 6 p. c.; in 1894, 9 p. c.; in 1895, 1896, 1897, 1898 and 1899, 7 p. c.; in 1900, 6½ p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	July 18, 1900.
General expenses	$17,341	$16,374	$16,162	$ 20,108	$ 16,641
Transportation expenses	33,021	45,870	50,226	64,246	70,127
Main. of way and bldgs.	7,104	7,599	8,444	11,382	7,289
" equipment	8,841	9,270	12,872	14,943	11,737
Total	$66,307	$79,113	$87,614	$110,682	$105,794

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	2,358,854	2,712,342	3,590,477	2,882,388
Car miles run	499,555	564,141	693,273	622,662
Total receipts per car mile.	$.237	$.240	$.252	$.223
Operating exp. per car mile.	.158	.155	.159	.169

BALANCE SHEET.—Dated Sept. 30,					July 18,
ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$249,631	$352,952	$405,570	$528,998	$ 556,890
" equip	88,625	92,651	96,579	147,535	154,800
Other perm. invest.	114,922	145,671	165,878	209,787	212,821
Cash & cur. assets	32,294	22,866	35,117	24,517	162,983
Other assets	43,954	7,891	7,346	13,028	15,051
Total	$489,426	$622,031	$710,490	$923,865	$1,102,545
LIABILITIES.					
Capital stock	$406,400	$420,000	$500,000	$584,700	$ 767,400
Funded debt				35,000	35,000
Floating debt	27,110	163,253	160,490	246,887	231,054
Accrued liabilities					2,656
Profit and loss (sur)	55,916	38,778	50,000	57,278	66,435
Total	$489,426	$622,031	$710,490	$923,865	$1,102,545

PLANT AND EQUIPMENT.—Miles of track (electric), 41.24; gauge, ft. 8½ in.; 35 lb. and 58 lb. T and flat rail; 59 motor cars; Ball, Allis, Corliss and Brown engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. & Gen. Man. J. R. Graham, V. Pres. J. F. Merrill, Sec. F. H. Smith, Treas. Alonzo F. Walter, Supt. B. J. Weeks.

DIRECTORS.—J. R. Graham, J. F. Merrill, T. H. McDonnell, J. A. Duggan, Patrick F. Sullivan, Jos. H. Goodspeed, Fred'k W. Smith.

GENERAL OFFICE, Quincy, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. IX, Dec., '93, p. 842; operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept. '98, p. 491; cost of electric power generation, Vol. XIV, Sept. '98, p. 492; description of storage batteries, Vol. XIV, Sept.,'98, p. 579.

Date of information, Jan., 1901. b

Needham & Boston Street Railway Co.—This road was placed in operation July 1, 1899. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., which, on Nov. 15, 1900, was itself consolidated with the Brockton St. Ry. Co., the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $50,000.

OPERATION.—Period from July 1 to Sept. 30,	1899.	Nov. 24, 1899.
Total receipts	$2,833	$1,007
Operating expenses	2,592	1,593
Earnings from operation	241	586
Deductions from earnings	90	103
Net income	151	*689

* Deficit.

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$56,048	Capital stock	$10,000
" equipment	13,358	Unfunded debt	61,414
Other permanent invest's.	761	Profit and loss (surplus)..	151
Cash and current assets	1,398		
Total	$71,565	Total	$71,565

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 7 motor cars.

OFFICERS.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. George W. Rounds.

DIRECTORS.—Patrick F. Sullivan, Jos. H. Goodspeed, P. L. Saltonstall, E. M. Foss, Chas. F. Adam, Jr., John R. Graham, F. H. Smith.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Jan., 1901. b

RADFORD, VA

Population in 1900, 2,500.

Radford Street Railway Co.—This road was sold by decree of court, in the fall of 1898, and leased by the purchasers to Mount Bros. for five years, from Jan. 1, 1899.

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; 3 motor cars.

Date of information, Feb., 1901. x

RAHWAY, N. J.

The Rahway Electric Co.—This company is a successor to the Rahway Electric Street Ry. Co., whose property was sold in Apr., 1896. In Nov., 1900, this company was consolidated into the Elizabeth, Plainfield & Central Jersey Ry. of Elizabeth.

GENERAL OFFICE, 105 Irving St., Rahway.

Date of information, Feb., 1901. b

RALEIGH, N. C.

Population in 1880, 9,255, in 1890, 12,678, in 1900 (local estimate), 16,250.

The Raleigh Electric Co.—On Dec. 31, 1896, the power house and car barns and their contents were destroyed by fire with a loss of $50,000, of which $12,000 was covered by insurance. The company at once commenced to rebuild the power house so as to continue the operation of the lines. The company furnishes power and incandescent lights, and has the contract for lighting the streets with arc lights.

CAPITAL STOCK, authorized, $150,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds outstanding, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 motor cars; Ball and Fitchburg engines, 600 H. P. station plant; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Wm. J. Andrews, V. Pres. Alf. A. Thompson, Sec. & Supt. Chas. C. Johnson, Treas. F. H. Briggs.

GENERAL OFFICE, cor. Jones and West Sts., Raleigh.

Date of information, Feb., 1901. d

RANDOLPH, MASS.

Population in 1880, 4,027, in 1890, 3,946, in 1900, 3,993.

Stoughton & Randolph Street Railway Co.—This company was organized to construct an electric railway from Randolph to Stoughton, and now has its road under construction.

CAPITAL STOCK, authorized and issued, $80,000.

Cost of road to Sept. 30, 1900, $203,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25.

OFFICERS.—Pres. Frank C. Granger, V. Pres. Frank Slater, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Frank Slater, Edward F. Draper, Edward C. Jenney, Frank C. Granger, James E. Howard, George M. Faulkner.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Jan., 1901. b

RAPID CITY, S. DAK.

Population in 1880, 292, in 1890, 2,128, in 1900, 2,200.

Rapid City Street Railway Co.—This property is leased to Howard Worth.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft.; 25 lb. T rail; 3 horses, 2 horse cars.

OFFICERS.—Lessee Howard Worth, Pres. E. B. Chapman.

Date of information, Feb, 1901. x

READING, MASS.

Population in 1880, 3,181, in 1890, 4,088, in 1900, 4,969.

Woburn & Reading Street Railway Co.—Commenced operation June 16, 1896. On Dec., 31, 1899, this company was consolidated with the Wakefield & Stoneham Street Ry. Co., which on Mar. 3, 1900, was itself consolidated with the Lynn & Boston Ry. Co., the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $60,000.

OPERATION.	3½ mos. end'g Sept. 30, 1896.	Year end'g Sept. 30, 1897.	Year end'g Sept. 30, 1898.	Year end'g Sept. 30, 1899.
Gross receipts	$4,527	$11,022	$11,535	$10,917
Operating expenses	4,121	10,407	12,046	11,037
Earnings from opera'n.	406	615	*511	*120
Deductions from earnings.				
Interest	56	1,307	1,786	1,661
Taxes	24	936	674	614
Net income	326	*1,627	*2,971	*2,395
To surplus account	326			
Total surplus account..	326	*1,301	*4,272	*6,667

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 1,647	$ 1,769	$ 1,809
Maintenance of way and buildings..	514	1,167	1,969
" " equipment	477	861	824
Transportation expenses	7,768	8,249	6,435
Total	$10,407	$12,046	$11,037

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	221,339	232,494	216,037
Car miles run	74,306	84,208	60,998
Total receipts per car mile	$.148	$.137	$.180
Operating expenses per car mile	.140	.143	.181

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$67,088	$68,623	$70,153	$70,296
" equipment	9,971	10,121	10,442	10,442
Land and buildings	6,084	6,280	6,354	6,354
Cash and current assets	1,685	1,244	1,312	3,517
Profit and loss (deficit)		1,301	4,272	6,667
Total	$84,828	$87,569	$92,533	$97,276
LIABILITIES.				
Capital stock	$60,000	$60,000	$60,000	$60,000
Loans and bills payable	24,501	27,569	32,533	37,167
Accrued liabilities				109
Profit and loss (surplus)	327			
Total	$84,828	$87,569	$92,533	$97,276

PLANT AND EQUIPMENT.—Miles of track (electric), 5; 5 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Charles F. Woodward, V. Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Man. James F. Shaw, Supt. Charles F. Heath.

DIRECTORS.—Chas. F. Woodward, Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, Wakefield, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Mar., 1901. b

READING, PA.

Population in 1880, 43,278; in 1890, 58,661, in 1900, 78,961.

East Reading Electric Railway Co.—Chartered Aug., 1888. Annual meeting second Tuesday in Jan.

Leased, May 1, 1893, to the Reading Traction Co. for 99 years. This property is now a part of the system of the United Traction Co. of Reading, the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Date of information, Feb., 1901. z

Neversink Mountain Railroad Co.—Chartered 1889, for 99 years. Annual meeting June 27.

Capital Stock, authorized and issued $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5½ p. c. gold coupon bonds, authorized, $100,000, issued, $59,000; trustee of mortgage Penn. Trust Co.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; 850 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

Officers.—Pres. R. T. Leaf, V. Pres. G. Brooke, Sec. H. C. Holder, Treas. D. W. Stehman, Supt. D. H. Christian.

Directors.—Geo. F. Baer, Geo. Brooke, W. D. Smith, H. T. Kendall, W. F. Wootten, Robert E. Brooke.

General Office, 4 South 9th St., Reading, Pa.

Reference.—Description of road, Vol. VII, Aug., '91, p. 400 (ill.).

Date of information, Feb., 1901. z

Reading City Passenger Railway Co.—Chartered Dec. 18, 1873. The Perkiomen Avenue Passenger Ry. Co. (originally organized as the Penn Street Passenger Ry. Co.) was consolidated with this company Apr. 1, 1889. Annual meeting second Monday in Jan.

Capital Stock, authorized, $400,000, issued, $350,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. bonds, authorized and issued, $112,000; coupon, but may be registered; dated Apr. 1, 1889, due 1909; int. payable Apr. and Oct. at Farmers' Bank, of Reading; trustee of mortgage, Reading Trust Co.

Leased, Apr. 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. assumes all the company's liabilities and pays dividends (semi-annually) upon its stock as follows: 1893-94, 8 p. c.; 1894-95, 9 p. c.; 1896-1900, 10 p. c. and 12 p. c. per annum thereafter. This property is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Officers.—Pres. B. F. Owen, Treas. H. A. Muhlenberg.

General Office, 12 South 5th St., Reading, Pa.

Reference.—Annual report, Vol. IX, Feb., '93, p. 128.

Date of information., Feb., 1901. z

Reading & Southwestern Street Railway Co.—Chartered Nov. 24, 1890. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $130,000.

Funded Debt.—First mortgage 5½ p. c. gold coupon bonds, authorized and issued, $75,000; dated Apr., 1896, due 1926; denom. $500 and $1,000; int. payable Apr. and Oct., at office of the Penn. Trust Co., of Reading, Pa., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 22 cars, of which 17 are motor cars and 5 trail cars; Ball engines, Gen. Elec. dynamos and motors, Jackson & Sharp and Stephenson cars.

Officers.—Pres. J. W. Shepp, V. Pres. D. B. Shepp, Sec. & Treas. V. S. Seltzer, Supt. J. H Passmore, Ch. Engr. Frank White, Elecn. W. R. Kantner.

Directors.—D. B. Shepp, J. H. Rothermel, J. H. Printz, Wm. J. Uhl, J. A. O'Reilly, G. Fred Mertz, V. S. Seltzer, S. B. Shepp, John Shepp, W. R. Stevens, E. H. Deysher, R. L. Jones.

General Office, Water St., below Chestnut, Reading, Pa.

Date of information, Mar., 1901. z

Reading & Temple Electric Railway.—This road was leased Oct. 1, 1894, to the Reading Traction Co. It is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $66,600.

Funded Debt.—First mortgage 5 p. c. bonds, $60,900; dated Oct., 1894, due 1924; trustee of mortgage, Reading Trust Co., of Reading, Pa.

Officers.—Pres. B. F. Owen, Sec. and Treas. F. Livingood.

Date of information, Feb., 1901. z

Reading Traction Co.—Chartered 1893. Annual meeting second Monday in Jan. This company leases the Reading City Passenger Ry. Co., the East Reading Electric Ry. Co., the Reading & Temple Electric Ry. Co. and the Reading & Womelsdorf Electric Ry. Co. In Jan., 1896, this company was leased to the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $600,000, issued $445,000, in escrow (see Note), $112,000; dated 1893, due 1933; int. payable Jan. and July, at Bank of North America, of Philadelphia; in Reading, at office of company, and at National Union Bank; trustee of mortgage Provident Life & Trust Co., of Philadelphia.

Note.—$112,000 of the first mortgage bonds are held in escrow to retire the Reading City Passenger Ry. Co.'s bonds when due.

Officers.—Pres. J. A. Rigg, Sec. and Treas. M. C. Aulenbach.

Reference.—Annual report, Vol. XI, Feb., '95, p. 119.

Date of information, Feb., 1901. z

Reading & Womelsdorf Railway Co.—Chartered Mar. 10, 1894. This road is operated by the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. bonds, $330,000; dated Jan. 1, 1895, due 1925; trustee of mortgage, The Real Estate Title Insurance & Trust Co., of Philadelphia.

Date of information, Feb., 1899.

United Traction Co.—Chartered Dec. 17, 1895, in perpetuity. Annual meeting second Monday in Jan. This company leased on Jan. 1, 1896, for 900 years, the Reading Traction Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $403,700.

Funded Debt.—First mortgage 5 p. c. collateral trust (see Note) gold coupon bonds, authorized, $150,000, issued, $149,900, in escrow (see Note), $100; dated Jan. 15, 1896, due 1926; denom. $100 and $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, The Real Estate Title Insurance & Trust Company, of Philadelphia.

Note.—The first mortgage collateral trust bonds may be called for payment at six months, and at a price of par and accrued interest after three years

Collateral consists of 19,991 shares of the Metropolitan Electric Co. stock, par $10, which was purchased by the United Traction Co. at $7.50 per share.

The $100 United Traction Co. bond is held in escrow by The Real Estate Title Insurance & Trust Co., of Philadelphia, as trustee for the nine shares of the Metropolitan Electric Co. stock issued to the nine directors.

In permanent investments the United Traction Co. advanced to the Reading Traction Co. $200,000 to purchase the entire capital stock of the Reading & Womelsdorf Electric Ry. Co. (one of its leased lines), 10,000 shares, at $20 per share; par value, $50.

Plant and Equipment.—Miles of track (electric), 48; gauge, 5 ft. 2¼ in.; 90 lb. and 93 lb. rail; 7 horses, 82 motor cars, 3 snow sweepers, 1 snow plow; Greene and Lake Erie engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill and Peckham trucks.

Officers.—Pres. & Gen. Man. John A. Rigg, Sec. & Treas. M. C. Aulenbach, Supt. Samuel E. Rigg, Ch. Engr. of Power Station S. D. Missimer, Elecns. C. E. Long and Chas. S. Banghart.

Directors.—John A. Rigg, Wm. R. McIlvain, Jas. A. O'Reilly, Richmond L. Jones, L. T. Custer, Geo. H. Valentine, H. C. England, R. N. Buckley, Robert N. Carson.

General Office, 12 South 5th St., Reading, Pa.

Date of information, Feb., 1901. z

RED BANK, N. J.

Atlantic Highlands, Red Bank & Long Branch Electric Railway Co.—State charter granted Apr. 6, 1895, for 99 years. Municipal franchise granted May 31, 1895, for 99 years. Annual meeting third Wednesday in Nov. On May 21, 1898, a receiver for this property was appointed.

CAPITAL STOCK, authorized, $500,000, issued, $414,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $437,000; dated July 1, 1895, due 1945; denom. $1,000; coupon and registered; int. payable Jan. and July, at office of Hamilton Trust Co., of Brooklyn, N. Y., trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$38,185	$37,791	$29,161	$37,990
" other sources	2,975	447	5,664	
" total	41,160	38,238	34,825	37,990
Operating expenses	20,400	31,312	28,189	31,099
Earnings from operation	20,760	6,926	6,636	6,891

Plant and Equipment.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 23 cars, of which 18 are motor cars and 5 trail cars; West. dynamos and motors, Jackson & Sharp and Brill cars, Brill trucks.

Officers.—Recvr. James E. Degnan, Pres. A. G. Greenberg, V. Pres. Wm. Stevens, Sec. & Gen. Man. A. J. Allen, Treas. A. B. Eldridge, Supt. W. T. Greenberg.

Directors.—S. B. Dutcher, L. G. Arnott, Wm. Stevens. A. B. Eldridge, Chas. A. Porter, E. L. Cowart, J. S. Throckmorton, A. G. Greenberg, A. J. Allen.

General Office, Red Bank, N. J.

References.—Description of road, Vol. XII, Sept., '96, p. 508 (ill.); pleasure park, Vol. XIII, Dec. '97, p. 840 (ill.).

Date of information, Feb., 1901. x

REDLANDS, CAL.

Population in 1890, 1,904, in 1900 (local estimates), 5,000.

Redlands Street Railway Co. County franchise granted Apr., 1888, for 50 years. City franchise for extension granted May, 1899.

Capital Stock, authorized, $50,000; issued, $48,100; par value $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $50,000; dated Aug. 1, 1899, due 1919; subject to call after five years at 105; denom. $1,000, $500 and $100; int. payable Aug. and Feb., at First National Bank, Redlands; Title Insurance & Trust Co., Los Angeles, Cal., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 4.75; gauge, 4 ft. 8½ in.; 50 lb. and 56 lb. T rail; 3 motor cars, 1 horse car; Gen. Elec. dynamos and motors; Brill cars and trucks.

Officers.—Pres. Henry Fisher, V. Pres. C. W. A. Cartlidge, Sec. J. H. Fisher, Treas. First National Bank.

Directors.—H. Fisher, Geo. B. Ellis, C. W. A. Cartlidge, J. H. Fisher.

General Office, 18 West State St., Redlands, Cal.

Date of information, Feb., 1901. z

RED OAK, IA.

Population in 1880, 3,755, in 1890, 3,321, in 1900, 3,500.

Red Oak Street Railway Co.

Capital Stock, $75,000.

Plant and Equipment.—Miles of track (horse), 1.25; gauge, 4 ft. 8½ in.; 20 lb. flat rail; 4 horses, 2 cars.

Officers.—Pres. Gen. Man. & Supt. Marcus Bonham, Sec. F. M. Byerikert.

Date of information, Feb., 1901. x

RHINEBECK, N. Y.

Population in 1880, 1,569, in 1890, 1,649, in 1900, 1,750.

Rhinebeck & Rhinecliff Street Surface Railroad Co.—Chartered Apr. 18, 1895; charter extended to June 1, 1903. Annual meeting fourth Monday in Apr. This road is in process of construction.

Capital Stock, authorized, $30,000, issued, $3,000; par value, $100 per share.

Officers.—Pres. Robert H. Hunter, Sec. & Treas. J. L. Williams.

Directors.—Robt. H. Hunter, J. L. Williams, E. A. Wilbur, Poughkeepsie, N. Y.; A. H. Hoffman, Geo. Epelstyne, Robt. H. Hoffman, E. M. Haines, Wm. A. Tripp, A. L. Ryder, Rhinebeck, N. Y.

General Office, Rhinebeck, N. Y.

Date of information, Dec., 1900. b

RICHMOND, IND.

Population in 1880, 12,742, in 1890, 16,608, in 1900 (local estimates), 24,000.

Richmond Traction Co.—This company was organized as a successor to the Richmond City Electric Street Ry. Co., whose property was sold in Sept., 1895, under foreclosure of mortgage, to S. W. Fordyce, representing the bondholders.

Capital Stock, authorized and issued, $200,000; paid in $100,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized and issued, $200,000.

Plant and Equipment.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 24 cars, of which 14 are motor cars and 10 trail cars; Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Trustee for the bondholders, S. W. Fordyce, Supt. & Pur. Agt. E. Kessler, Ch. Engr. of Power Station Frank Roth.

General Office, 15 S. 7th St., Richmond, Ind.

Reference.—Receivership, Vol. X, Mar., '94, p. 213; test station equipment, Vol. XV, Dec., '99, page 887 (ill.).

Date of information, Feb., 1901. z

RICHMOND, VA.

Population in 1880, 63,600, in 1890, 81,388, in 1900, 85,050, and including the city of Manchester and other suburbs, 125,000.

Richmond Passenger & Power Co.—This company was organized in Feb., 1900, under special charter granted by the legislature and has franchises granted by the city for 30 years to control and operate street railways and electric lighting and power companies in Richmond previously controlled by the Richmond Ry. & Electric Co., which was chartered Feb., 1890, as the consolidation of five street railway properties and electric lighting plants. The present company embraces seven operating companies and occupies the principal streets of Richmond and Manchester with its lines, and also has exclusive electric lighting and power contracts with the two cities. This company also operates Forest Hill pleasure park.

Capital Stock.—Authorized and issued, common stock, $1,000,000, preferred 5 p. c. stock, authorized, $1,000,000, issued, $200,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000 (see note); coupon, but may be registered; dated 1900, due Jan. 1, 1925; denom. $1,000; int. payable Jan. and July, at office of Merchants Trust Co., of New York, trustee of mortgage.

Debenture 5 p. c. bonds, authorized, $1,000,000, issued, Feb., 1901, $100,000; dated 1900, due July 1, 1910; subject to call at any time at 102 and interest; int. payable Jan. and July, at office of Atlantic Trust Co., of New York, trustee of mortgage.

Note.—$800,000 of preferred stock and $900,000 of debenture bonds are held in treasury for improvement purposes.

Holders of the Richmond Ry. & Electric Co.'s bonds for $2,000,000 and those of the other smaller subsidiary companies were offered bond for bond in exchange for Passenger & Power Co.'s bonds, and in Feb., 1901, over 95 p. c. of the old bonds had been exchanged. The mortgages upon two of the smaller constituent companies have been cancelled, and the bonds of the Richmond & Manchester Ry. Co. ($400,000) have been called for payment.

Operation.—The earnings of all the allied lines are included in the operating reports given for years ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$475,851	$477,541	$499,243	$556,020
Operating expenses	309,040	275,687	276,234	315,335
Earnings from operation	166,811	201,854	223,009	240,685
Deductions from earnings.				
Interest	120,000	120,000	120,000	150,000
Taxes and insurance	13,280	13,538	14,695	27,189
Net income	33,531	68,316	88,314	63,496

Plant and Equipment.—Miles of track (electric), 67; gauge, 4 ft. 8½ in.; 60 lb. T rail in suburbs and 100 lb. girder rail in city limits; 112 cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. James D. Patton, V. Pres. Fritz Sitterding, Sec. & Treas. Andrew Welsh, Gen. Supt. J. W. Wilbur.

General Office, Main St., Richmond, Va.

Reference.—Pleasure park, Vol. XIII, May, '97, p. 292 (ill.).

Date of information, Mar., 1901. z

For map of system see inset between pages 228 and 229.

Richmond Traction Co.—Municipal franchise granted Aug. 28, 1895, for 30 years. Charter extended by Act of Assembly approved Jan., 1898. The operation of this entire road was not commenced until Apr. 9, 1897.

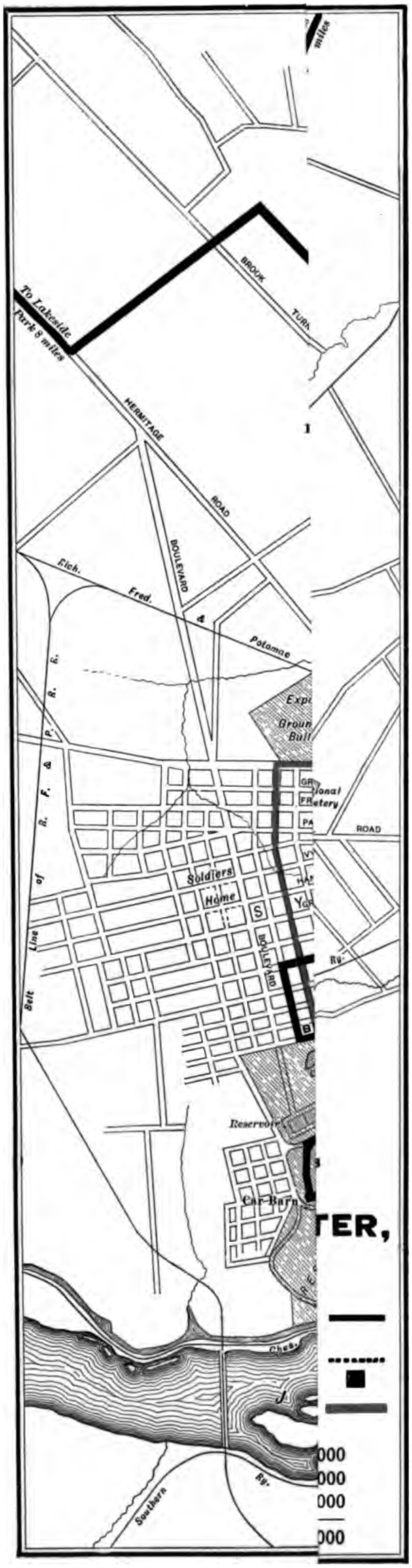
Capital Stock, authorized and issued, $600,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, outstanding, $494,000, in sinking fund, $6,000; dated Nov. 1, 1895, due 1925; denom. $1,000; subject to call at 105 after July 1, 1900; int. payable Jan. and July. at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

Operation.– Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Gross receipts	$124,505	$142,305	$170,461	$203,057
Operating expenses	85,775	88,735	93,894	108,198
Earnings from operation	38,730	53,570	76,567	94,859
Deduction from earnings.				
Interest on funded debt	22,289	25,000	25,000	25,000
" " unfund. debt.	1,663	4,417	2,270	
Taxes	7,174	8,889	10,510	12,708
Other deductions			19,026	
Depreciation account				15,000
Sinking fund				4,687
Net income	7,604	14,964	19,761	37,464
Dividends			12,000	24,000
Surplus	7,604	14,964	7,761	13,464
P. c. op. exp. to gross receipts.	68.9	62.3	55.0	58.5
Passengers carried	2,690,033	3,258,047	3,840,401	4,678,815

Plant and Equipment.—Miles of track (electric), 17.2; gauge, 4 ft. 8½ in.; 60 lb. T. and 95 lb. girder rail, 64 cars, of which 59 are motor


miles
BROOK
TURN
To Lakeside Park 8 miles
HERMITAGE
ROAD
BOULEVARD
Rich.
Fred.
&
Potomac
Belt Line of R. F. & P. R. R.
Expo
Groun
Buil
GR
FR
PA
VY
HA
Y
S
B
tional
etery
ROAD
Soldiers Home
BOULEVARD
Ry.
Reservoir
Car Barn
TER,
Ches.
J.
000
000
000
000
Ry.
Southern

cars, and 5 trail cars; 600 K. W. generators; 800 H. P. Corliss engines, 600 H. P. boilers, Gen. Elec. dynamos and motors, American, Jackson & Sharp, Stephenson and St. Louis cars, Peckham trucks.

Officers.—Pres. E. L. Bemiss, V. Pres. E. R. Williams, Sec. E. Waddey, Treas. R. Lancaster Williams, Audr. J. L. Young, Jr., Supt. S. P. Cowardin, Pur. Agt. B. Williams.

Directors.—J. Skelton Williams, W. M. Habliston, E. L. Bemiss, R. Lancaster Williams, E. R. Williams, E. Waddey, Richmond, Va.; J. Wm. Middendorf, H. A. Parr, Baltimore, Md.

General Office, 7th & Main Sts., Richmond, Va.

References.—Description of track, Vol. XII, Aug., '96, p. 948 (ill.); description of road, Vol. XIII, Jan., '97, p. 39 (ill.).

Date of information, Mar., 1901. z

RIVERSIDE, CAL.

Population in 1900, 8,000.

Riverside & Arlington Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $55,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 4 motor cars.

OFFICERS.—Pres. George Frost, V. Pres. W. A. Hayt, Sec. & Man. F. A. Miller, Treas. Orange Growers' Bank, Supt. M. P. Groftholdt.

GENERAL OFFICE, cor. Main & 7th St.

Date of information, Feb., 1901. z

ROANOKE, VA.

Population in 1880, 669, in 1890, 16,159, in 1900, 21,500.

Roanoke Railway & Electric Co.—This company is a consolidation of the Roanoke Street Railway Co., chartered May 2, 1887, and the Roanoke Electric Light & Power Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Dec., 1899, due 1949; denom. $1,000; int. payable June and Dec., at office of Mercantile Trust & Safe Deposit Co., of Baltimore, trustee of mortgage.

Second mortgage income 4 p. c. gold bonds, authorized and issued, $190,000; dated Dec. 1, 1899, due 1949; denom. $100 and $500; int. payable at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage.

In Jan., 1901, income bonds received first payment of 3 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 closed and 9 open motor cars; A. & S. and McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, Gilbert, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. J. B. Fishburne, V. Pres. J. F. Heyward, Sec. & Pur. Agt. J. W. Hancock, Treas. Edw. L. Stone, Supt. R. W. Palmer, Elecn. F. O. James.

GENERAL OFFICE, Jefferson St. & Campbell Ave., Roanoke, Va.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 722 (ill.).

Date of information, Mar., 1901. z

ROCHESTER, N. Y.

Population in 1880, 89,366, in 1890, 133,896, in 1900, 162,608.

Rochester Railway Co.—Chartered Feb. 25, 1890, for 99 years, with right to renewal. Annual meeting third Tuesday in Jan. This is a consolidation of the Rochester City & Brighton R. R. Co. (incorp. May 31, 1862, under N. Y. R. R. Act of 1850), the Crosstown R. R. Co., and the South Park R. R. Co. This company also operates under leases the Summerville division of the Rochester & Suburban Ry. and the Rochester Electric Ry.

Capital Stock, authorized and issued, $5,000,000; par value $100 per share.

Funded Debt.—$4,520,950, Dec. 31, 1900, as follows:

Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued $2,200,000, in escrow (see Note), $800,000; coupon, but may be registered; dated Apr. 1, 1890, due 1930; denom. $1,000; int. payable Apr. and Oct., at office of Cuyler, Morgan & Co., 44 Pine St. New York.

Debenture 6 p. c. gold bonds, authorized, $600,000, issued, $158,000; dated Mar. 1, 1891, due 1911, with privilege of redemption after 1901; denom. $500; int. payable Mar. and Sept., at office of Cuyler Morgan & Co., 44 Pine St., New York.

Second mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,305,950, in escrow, $194,050; coupon, but may be registered; dated Dec. 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Security Trust Co., of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s first mortgage (originally second mortgage) 6 p. c. bonds, $500,000; dated Jan., 1, 1872, due 1902; denom. $500; int. payable Jan. and July, at office of Flour City National Bank, of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s second mortgage (originally third mortgage) 6 p. c. bonds, $175,000; dated Apr. 1, 1889, due 1919; denom. $500; int. payable Apr. and Oct., at office of Rochester Trust & Safe Deposit Co., of Rochester, trustee of mortgage.

6 p. c. collateral trust notes, $182,000; dated Mar. 1, 1895, due 1905; int. payable Mar. and Sept., at office of Security Trust Co., of Rochester, trustee of mortgage.

Note.—$800,000 of the consolidated mortgage bonds are held in escrow by the Solicitors' Loan & Trust Co., of Philadelphia, trustee, to retire, at maturity, the two issues of the Rochester City & Brighton R. R. Co. now outstanding, amounting to $675,000.

It is provided in the first mortgage deed that the sum of $25,000 per annum from the net earnings shall be deposited with the trustee for a sinking fund.

Leased Roads.—In Sept., 1894, the company leased the property of the Rochester Electric Ry. Co. for the term of 50 years, paying a rental of $16,000 per annum, equivalent to 8 p. c. on its capital stock. It is further agreed that the lessor company is to receive, in the form of dividends, 25 p. c. of its own gross receipts above $55,000.

Franchises.—The company's franchises are perpetual and exclusive upon the streets already occupied, which are the principal ones in the city.

Operation.—Year ending Dec. 31, June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from operat'n.	$847,441	$791,182	$817,075	$865,823	$916,300
" other sources.	8,253	10,209	7,660	9,160	20,041
" total..........	855,694	801,391	824,735	874,983	936,341
Operating expenses....	593,905	494,506	488,170	515,237	554,021
Earnings from opera...	261,789	306,885	336,565	359,746	382,320
Deductions from earnings.					
Interest on bonds...	245,203	293,845	291,270	295,538	302,287
Taxes.............	58,180				
Rentals...........	4,673				
Net income............	*46,267	13,040	45,295	64,208	80,033
Total surplus..........				249,057	362,647
P. c. op. ex. to total rec.	70.1	61.7	59.2	58.8	59.1

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.
General expenses..............................	$71,657	$52,837
Transportation expenses........................	294,644	328,752
Maintenance of way and buildings..............	72,788	88,340
" " equipment.......................	76,148	84,092
Total..	$515,237	$554,021

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Revenue passengers carried....................	17,502,689	17,626,386
Transfer " "		5,331,930
Car miles run..................................	4,904,480	4,924,340
Total receipts per car mile....................	$.176	$.190
Operating expenses per car mile..............	.101	.112

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road & equip..	$ 9,887,845	$ 9,902,445	$ 9,959,891	$10,099,512
Open accounts.......	14,001	1,141	5,616	5,093
Other assets..........	14,499	15,616		33,390
Cash and materials...	6,046	22,348	39,090	26,930
Stocks and bonds.....	167,500	167,500	167,500	162,500
2d mort. treas. bonds.	290,550			
Coupon account......	20,095	20,420	22,557	19,887
Total............	$10,400,536	$10,129,470	$10,194,654	$10,347,852
LIABILITIES.				
Capital stock........	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
Funded debt.........	4,790,000	4,501,950	4,518,575	4,520,950
Loans & bills payable.	219,682	213,465	187,980	183,054
Other liabilities......	119,789	113,161	149,021	149,346
Open accounts........	49,956	42,526		7,390
Accrued interest, etc..	67,089	54,379	67,464	55,589
Coupon account......	20,095	20,419	22,557	19,887
Profit and loss (surp.).	133,925	183,570	249,057	411,636
Total............	$10,400,536	$10,129,470	$10,194,654	$10,347,852

Plant and Equipment.—Miles of track owned (electric), 86.55; leased, 18.11; total, 104.66; gauge, 4 ft. 8½ in.; 45 lb. T to 107 lb. girder rail; 20 horses, 185 motor cars and 40 trail cars, 10 snow plows, 5 sweepers; 3,000 H. P. station plant; Gen. Elec. and West. dynamos and motors.

Officers.—Pres Frederick Cook, V. Pres. & Gen. Man. T. J. Nicholl, Sec. G. Morehouse, Treas. Frederic P. Allen, Supt. Jos. W. Hicks, Mast. Mech. Alfred Green.

Directors.—H. Sellers McKee, Pittsburg, Pa.; Benj. Graham, N. Y. City; C. M. Clark, E. W. Clark, Jr., T. DeWitt Cuyler, Philadelphia, Pa.; Jacob Gerling, John N. Beckley, Frederick Cook, Eugene

H. Satterlee, Harold P. Brewster, George W. Archer, T. J. Nicholl, Rochester, N. Y; Jos. Richardson, Providence, R. I.

General Office, 267 State St.

References.—Description of road, Vol. VII, Jan., '91, p. 1 (ill.); Vol. VIII, Mar., '92, p. 132 (ill.); description of power plant, Vol. VII, Apr., '91, p. 163 (ill.); description of track construction, Vol. VI, Oct., '90, p. 491 (ill.); operating detail, transfers, Vol. IX, Apr.,'93,p.257(ill.); track construction (brief), Vol. XII, Dec., '96, p. 753; operating detail, Vol. XII, Dec. '96, p. 754 (ill.); repair shops, Vol. XII, Dec. '96, p. 760 (ill.); power house records, Vol. XII, Dec., '96, p. 762; chartered car rates, Vol. XV, Aug., '99, p. 531.

Date of information, Mar., 1901. z

Rochester & Suburban Railway Co.—Chartered Jan. 30, 1900. This company is the successor by purchase at receiver's sale of the franchises and properties of the Rochester & Irondequoit Railroad Co., which was chartered May 19, 1893, and has also purchased and merged the franchises and properties of the Rochester & Lake Ontario Ry. Co. Annual meeting first Monday in Dec.

Capital Stock.—Common stock, authorized and issued, $70,000.

Preferred stock, authorized and issued, $350,000; par value, $100 per share.

Operation.—The report for 1900 is the combined report of the receiver of the Rochester & Irondequoit R. R. to Dec. 31, 1899, and of the Rochester Suburban Ry. Co. from Jan. 1 to June 30, 1900.

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers..	$43,248	$36,454	$39,567	$16,708	$12,963
" other sources......	24,036	11,306	9,479	14,584	15,179
" total..............	67,284	47,760	49,046	31,292	28,142
Operating expenses........	27,742	29,373	23,177	15,000	11,475
Earnings from operation....	39,542	18,387	25,869	16,292	16,667
Deductions from earnings.					
Interest on bonds......	24,438	17,500	17,500	17,500	8,750
" " floating debt		14,350	11,423	13,363	10,200
Taxes.................	3,366	4,420	1,749	3,070	2,384
Rental.................	9,750	1,365	1,365	1,365	2,354
Net income...............	1,988	*19,248	*6,168	*19,006	*7,021
Total surplus account.......	16,197	*3,052	*21,401	*40,407	

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried..............	491,708	445,569	222,684	154,948
Car miles run..................	172,771	145,972	64,138	23,432
Total receipts per car mile......	$.276	$.336	$.487	$1.20
Operating expenses per car mile.	.170	.158	.233	.49

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road....$	458,318 $	459,057 $	459,057 $	459,057	$768,330
" equip...	38,764	38,764	38,764	38,764	
Other permanent investments...	745,808	751,353	755,852	755,852	22,156
Cash and current assets........	17,792	11,670	21,243	21,864	7,099
Profit and loss (deficit).......		3,052	21,401	40,407	
Total......	$1,260,682	$1,263,896	$1,296,317	$1,315,944	$797,585
LIABILITIES.					
Capital stock...$	700,000 $	700,000 $	700,000 $	700,000	$420,000
Funded debt....	350,000	350,000	350,000	350,000	
Bills payable...	3,610		7,045	3,908	13,065
Loans..........	180,000	205,000	221,000	236,940	353,471
Int. and taxes...	4,375	4,375	15,217	25,096	6,573
Other liabilities.	6,749	6,500	4,521	3,055	2,225
Profit and loss (surplus)......	16,197				2,251
Total......	$1,260,682	$1,263,896	$1,296,317	$1,315,944	$797,585

Plant and Equipment.—Miles of track (electric) owned, 9, leased, 6.42,total, 15.42; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. rail; 24 are motor cars and 12 trail cars.

Officers.—Pres. George W. Archer,'V. Pres, Frederick Cook, Sec. & Gen. Man. Chas. A. Williams, Treas. Frederick P. Allen,

Directors.—John N. Beckley, Frederick Cook, W. C. Barry, Max Brickner, Wm. D. Ellwanger, Bernard Dunn, Frank Upton, Jacob Gerling, Louis Greisheimer, George W. Archer, Wm. Purcell, Joseph C. Tone, A. Vogt, all of Rochester, N. Y.

General Office, 129 Portland Ave., Rochester, N. Y.

Date of information, Mar., 1901. z

Rochester, Charlotte & Manitou Railroad Co.—Chartered Mar. 14, 1895. This company holds a charter for a steam road, and operates a line by electricity during the summer months between Charlotte and Manitou.

Capital Stock, authorized, $100,000, issued, $97,500.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $82,000, issued, $81,250; dated Oct. 1, 1895; due 1925; int. payable Dec. 1.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$11,043	$10,296	$11,656	$15,451	$15,725
' other sources.......	472	86	28	186	4,664
" total...............	11,515	10,382	11,684	15,637	20,389
Operating expenses..........	10,383	9,498	7,416	9,364	12,010
Earnings from operation.....	1,132	884	4,268	6,273	8,379
Deductions from earnings.					
Interest.................	2,370	*....	4,062	4,062	4,062
Taxes..................	773	950	710	832	641
Net deficit................	2,011	....	504	†1,379	†3,675
Total deficit account.........	1,719	....	2,289	909	†2,766

* Interest on bonds ($4,062) cancelled. † Surplus.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.........	$177,193	$177,131	$177,131	$177,201	$181,666
" equipment....	1,179	1,179	1,179	2,297	
Cash................	761	757	166	3,231	533
Bills receivable.......	268	268	359	1,548	2,200
Profit and loss (deficit).	1,719	1,785	2,289	909	
Total............	$181,120	$181,120	$181,124	$185,186	$184,399
LIABILITIES.					
Capital stock.........	$97,500	$97,500	$97,500	$97,500	$97,500
Funded debt..........	81,250	81,250	81,250	81,250	81,250
Interest..............	2,370	2,370	2,374	6,436	2,407
Other liabilities.......					476
Prof. and loss (surp.)..					2,766
Total............	$181,120	$181,120	$181,124	$185,186	$184,399

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 16 passenger cars and 2 freight cars.

Officers.—Pres. Michael Doyle, V. Pres. Emmet H. Craig, Sec. & Treas. G. L. Brown, Supt. W. H. Gillette.

Directors.—Michael Doyle, Emmett H. Craig, L. Warfield, George L. Brown, Herman Behns, Wm. H. Gillette, H. F. Huntington, J. V. Alexander, Hugh McMillan.

General Office, 32 White St., Rochester, N. Y.

Date of information, Dec., 1900. b

Irondequoit Park Railroad Co.—Chartered Oct. 18, 1895, as the successor to the Rochester & Glen Haven R. R. Co. Annual meeting second Monday in Jan. The old road has been entirely rebuilt. Operation on the new road was begun in May, 1896. The operation of this line is now controlled by the Rochester & Sodus Bay R. R. Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $50,000, issued, $40,000; dated June 1, 1896, due 1926; int. payable Jan. and July.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts..................	$9,882	$10,705	$13,149	$16,690
Operating expenses.............	8,704	8,409	9,462	14,222
Earnings from operation.........	1,178	2,296	3,687	2,468
Deductions from earnings.				
Interest.....................	1,553	1,864	1,944	2,054
Taxes.......................	635	689	794	906
To surplus account..............	*1,010	*257	949	*492
Total surplus..................	932	675	1,624	1,132

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses.....................	$1,992	$1,583	$1,634	$ 2,695
Transportation expenses..............	5,182	4,321	4,035	5,523
Maintenance of way and buildings......	23	330	236	2,328
" " equipment...............	1,297	2,175	3,557	3,676
Total..........................	$8,704	$8,409	$9,462	$14,422

STATISTICS OF TRAFFIC.

Year ending June 30.	1897.	1898.	1899.	1900.
Passengers carried.................	132,134	140,249	160,972	223,326
Car miles run....................	46,200	45,128	50,141	55,649
Total receipts per car mile..........	$.214	$.237	$.262	$.300
Operating expenses per car mile.....	.188	-86	.188	.252

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 95,662	$108,860	$110,448	$113,904	$114,106
" equipment	16,373	26,533	28,012	28,012	28,048
Bills receivable	14,649				
Cash		290	715	208	1,478
Total	$126,684	$135,682	$139,175	$142,124	$143,632
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt		28,500	36,000	36,000	40,000
Accounts payable	25,000	6,250	2,500	4,500	2,500
Profit and loss (surplus)	1,684	932	675	1,624	1,132
Total	$126,684	$135,682	$139,175	$142,124	$143,632

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 open cars, of which 6 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. T. J. Nicholl, Sec. & Treas. Geo. G. Morehouse, Supt. H. A. Nicholl.

Directors.—T. J. Nicholl, Geo. G. Morehouse, H. A. Nicholl, Le Grand Brown, D. A. Byrne, F. M. Nicholl, Rochester, N. Y.; T. De W. Cuyler, Phila., Pa.; C. C. Cuyler, Benj. Graham, N. Y. City.

General Office, 14 Hill St., Rochester, N. Y.

Date of information, Dec., 1900. b

Rochester & Sodus Bay Railway Co.—Chartered Aug. 18, 1898; annual meeting third Tuesday in Jan. This company has constructed an electric railway from Rochester to Sodus Point, Lake Ontario, 40 miles, and placed the road in operation in Aug., 1900. This company also operates the Irondequoit Park R. R.

Capital Stock, authorized, $1,000,000, issued, $; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 38; gauge, 4 ft. 8½ in.; 60 lb. T rail; 28 cars, of which 24 are motor cars and 4 trail cars; 1300 H. P. station plant; 2-300 K. W. Gen. Elec. 3 phase generators; Gen. Elec. motors; Jackson & Sharp and Stephenson cars; Taylor and Dupont trucks.

Officers.—Pres. T. J. Nicholl, V. Pres. George Wilder, 2d V. Pres Benj. Graham, Sec. Chas. Van Voorhis, Asst. Sec. G. G. Morehouse, Treas. John H. Gregory, Gen.Man. & Pur. Agt. H.A.Nicholl.

Directors.—T. J. Nicholl, Chas. Van Voorhis, George Wilder, Geo. G. Morehouse, Rochester; Benjamin Graham, C. C. Cuyler, A. C. Vaughn, Benjamin Strong, New York City; T. DeWitt Cuyler, Philadelphia.

General Offices, 267 State St. and East Main St., Rochester, N.Y.

Reference.—Description of road, Vol. XVI, Sept. 29, '00, p. 895.

Date of information, Feb., 1901. b x

Buffalo, Niagara Falls & Rochester Railway Co.—This company was organized in Jan., 1901, to construct an electric railway from Buffalo, Niagara Falls and Lockport to Rochester, 120 miles in length. It is proposed to build largely on private rights of way and along the Ridge Road from Lockport to Rochester, subject to the granting of a franchise by the R. R. Commissioners. The line will parallel the New York Central R. R. but will be about four miles north of that line.

Capital Stock, authorized, $3,500,000.

Officers.—Pres. Allen C. Beach, 1st V. Pres. Charles S. Baker, 2d V. Pres. Joseph C. Tone, Sec. George Moss, Treas. George L. Brown, Ch. Engr. W. C. Gray, Rochester, N. Y.

Directors.—Allen C. Beach, Watertown; William H. Gillette, Charlotte; Charles S. Baker, George Moss, George L. Brown, Milton Clark, George A. Brooks, Henry D. Quinby, William C. Gray, Rochester.

General Office, Rochester, N. Y.

Date of information, Feb., 1901. z

ROCHESTER, PA.

Population in 1880, 2,552, in 1890, 3,635.

People's Electric Street Railway Co.—Chartered Aug. 18, 1891, in perpetuity. Franchise granted Nov., 1891. This company was consolidated Oct. 1, 1900, into the Beaver Valley Traction Co., of Beaver Falls, Pa.

Date of information, Jan., 1901. z

ROCKAWAY, N. Y.

Population in 1890, 1,502.

Ocean Electric Railway Co.—Chartered Apr. 28, 1897. This company purchased on Sept. 19, 1898, all rights and titles of the Rockaway Village R. R. Co., which was chartered Mar. 18, 1886.

CAPITAL STOCK, authorized, $50,000, issued, $35,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $20,000; dated Apr. 1, 1898, due 1918; int. payable Apr. and Oct.

OPERATION.—The following is the operating report of the Rockaway Village R. R. Co., for the years ending June 30, 1898, and the combined operation of both companies in 1899.

	1897.	1898.	1899.	1900.
Gross receipts	$ 256	$ 250	$1,542	$ 521
Operating expenses	75	138	2,598	2,723
Earnings from oper	181	112	*1,056	*2,202
Deductions from earnings.				
Interest on bonds	1,250	1,250	1,250	1,000
Taxes	82	105	9	147
Other deductions			*500	
Deficit	1,152	1,243	2,815	3,349
Total deficit	10,132	11,375	2,815	6,511

NOTE.—The road was not operated during 1896.

*During 1899, $500 was charged off on profit and loss account.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$49,724	$49,724	$49,724	$57,074	$75,390
" equipment	709	909	909		
Cash assets	109	7	14	58	500
Profit and loss (deficit)	8,980	10,132	11,375	2,815	6,511
Total	$59,522	$60,773	$62,022	$59,947	$82,401
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$35,000	$35,000
Funded debt	25,000	25,000	25,000	20,000	20,000
Other liabilities	9,522	10,773	12,022	4,947	27,401
Total	$59,522	$60,773	$62,022	$59,947	$82,401

PLANT AND EQUIPMENT.—Miles of track (electric), 1.14; gauge, 4 ft. 8½ in.; 52 lb. to 85 lb. rail; 2 motor cars and 3 trail cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., V. Pres. G. D. Pratt, Sec. & Treas. A. C. Bedford.

DIRECTORS.—W. H. Baldwin, Jr., Geo. D. Pratt, A. C. Bedford, W. J. Kelly, A. B. Bierck, W. F. Brown, W. L. C. Allan, J. F. Keany, Brooklyn; F. E. Haff, Long Island City.

SECRETARY AND TREASURER'S OFFICE, 26 Broadway, New York City.

Date of information, Dec., 1900. b

ROCKFORD, ILL.

Population in 1880, 13,129, in 1890, 23,589, in 1900, 31,051.

Rockford Railway Light & Power Co.—Chartered 1898, for 99 years, municipal franchise granted Oct. 10, 1898, for 25 years. This company is a consolidation of the Rockford City Street Ry Co., which was chartered Jan. 1890, and the Rockford Traction Co.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated 1898, due 1918; int. payable May and Nov. at office of American Trust & Savings Bank, of Chicago, Ill.

By this issue the outstanding second mortgage bonds, $70,000, of the Rockford City Street Ry. Co. were redeemed, and $150,000 are held in treasury for the redemption of that company's first mortgage 6 p. c. bonds, dated 1890, due 1910; which may be called for payment in May 1900, or thereafter, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T rail; 40 cars, of which 34 are motor cars and 6 trail cars; 450 H. P. station plant; Ball and Ide engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. R. N. Baylies, V. Pres. H. W. Price, Sec. & Treas. W. F. Woodford, Gen. Man. & Supt. T. M. Ellis, Ch. Engr. M. Mayfield, Elecn. H. J. Termolhen.

DIRECTORS.—G. W. Wattles, John Farson, Gilbert Woodruff, Henry W. Price, R. N. Baylies.

GENERAL OFFICE, 306 W. State Street, Rockford, Ill.

Date of information, Mar., 1901. z

ROCKLAND, ME.

Population in 1880, 7,599, in 1890, 8,174, in 1900, 8,150.

Rockland, Thomaston & Camden Street Railway Co.—Chartered June 27, 1891. This road is a consolidation of the Camden & Rockport Street R. R. Co. and the Rockland Street Ry. Co. In Feb., 1901, the Knox Gas and Electric Co. was consolidated with this company, who have made a new consolidated mortgage for $800,000 to the Union Safe Deposit & Trust Co., of Portland, Me.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—June 30, 1900 (see opening paragraph): First mortgage 5 p. c. bonds, authorized and issued, $250,000; dated May

1, 1892, due 1922; int. payable Jan. and July, at office of National Exchange Bank, of Boston.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$56,698	$46,899	$48,029	$49,359	$54,489
" other sources......	10,590	19,883	20,194	20,853	25,356
" total..............	67,288	66,782	68,223	70,212	79,845
Operating expenses........	41,773	41,089	42,787	40,914	52,106
Earnings from operation....	25,515	25,693	25,436	29,298	27,739
Deductions from earnings.					
Interest and taxes........	14,682	14,458	14,133	13,585	12,889
Net income................	10,833	11,235	11,303	15,713	14,850
Total surplus account.......	33,518	44,754	56,057	71,770	86,620

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Main. of way and bldgs.....	$ 4,400	$ 6,350	$ 8,115	$ 6,986	$10,871
" " equipment........	6,488	3,400	3,579	4,460	5,349
Cond'ct'g transportation.....	27,099	26,502	26,740	25,618	31,849
General expenses...........	3,786	4,837	4,353	3,850	4,037
Total..................	$41,773	$41,089	$42,787	$40,914	$52,106

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried........	979,548	937,973	960,578	987,173	1,089,790
Car miles run	242,711	269,059	268,609	278,949	299,740
Total receipts per car mile.	$.277	$.248	$.254	$.251	$.266
Op. ex. per car mile......	.172	.152	.159	.145	.174

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$317,809	$318,070	$317,133	$323,932	$335,930
Cash and current assets	3,910	1,882	255,946	253,499	254,633
Other assets............	4,239	5,550	9,331	3,963	4,946
Total	$325,958	$325,503	$582,410	$581,394	$595,509
LIABILITIES.					
Capital stock...........			$250,000	$250,000	$250,000
Funded debt...........	$250,000	$250,000	250,000	250,000	250,000
Current liabilities......	42,439	30,749	26,352	9,624	8,889
Profit and loss (surplus).	33,519	44,754	56,057	71,770	86,620
Total	$325,958	$325,503	$582,410	$581,394	$595,509

PLANT AND EQUIPMENT.—Miles of track (electric), 17.2; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars, 2 trail cars, 2 flat cars, 1 mail and baggage car; 1 motor freight car; 34 motors; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Briggs cars.

OFFICERS.—Pres. G. E. Macomber, V. Pres. S. M. Bird, Sec. H. M. Heath, Treas. A. D. Bird, Supt. & Pur. Agt. Thos. Hawken, Elecn. V. Chisholm, Ch. Engr. of Power Station L. C. Jackson.

DIRECTORS.—George E. Macomber, John F. Hill, Augusta, Me.; H. L. Shepherd, Rockport, Me.; S. M. Bird, W. T. Cobb, W. S. White, A. F. Crockett, Rockland, Me.

GENERAL OFFICE, Rockland, Me.

REFERENCES.—Description of car, Vol. IX, Mar., '93, p. 164 (ill.); mail service, Vol. XIII, Aug., '97, p. 465.

Date of information, Mar., 1901. b x

ROCKPORT, MASS.

Population in 1880, 3,912, in 1890, 4,087, in 1900, 4,592.

Rockport Street Railway Co.—On Jan. 18, 1900, this company was consolidated with the Gloucester Street Ry., which, on Mar. 3, 1900, was consolidated with the Lynn & Boston R. R., the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—6 p. c. coupon notes, issued, $12,500; due Oct. 15, 1916.

OPERATION.—Year ending

	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Jan. 18, 1900.
Gross receipts............	$28,539	$28,433	$30,072	$8,538
Operating expenses........	20,089	19,785	21,153	7,073
Earnings from operation....	8,450	8,648	8,919	1,465
Deductions from earnings.				
Int. on floating debt....	690	1,050	1,053	224
Taxes	1,526	1,569	2,080	580
Net income................	6,234	6,029	5,786	661
Dividends paid............	3,000	6,000	3,000	
To surplus account.........	3,234	29	2,786	
Total surplus account......	9,482	9,511	12,297	12,852

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	Jan. 18, 1900.
Cost of road................	$ 92,184	$ 92,184	$ 92,184	$ 92,184
" equipment...........	19,541	19,541	19,541	21,733
Land and buildings..........	13,247	13,247	13,247	13,247
Cash and current assets.....	5,389	4,607	10,138	2,003
Total..................	$130,361	$129,579	$135,110	$129,167
LIABILITIES.				
Capital stock................	$100,000	$100,000	$100,000	$100,000
Funded debt.................				12,500
Loans and bills payable......	19,353	18,499	22,212	3,457
Accrued liabilities...........	1,526	1,569	600	358
Profit and loss (surplus)......	9,482	9,511	12,298	12,852
Total..................	$130,361	$129,579	$135,110	$129,167

PLANT AND EQUIPMENT.—Miles of track (electric), 7.54; 8 motor cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. A. R. Hallowell.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE.—333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1901. b

ROME, GA.

Population in 1880, 3,877, in 1890, 6,950, in 1900, 7,291.

The City Electric Railway Co.—Chartered in 1894, as a successor to the Rome Street Ry. Co., which was sold under foreclosure July 5, 1894. This company also operates a lighting plant, having recently purchased the Rome Lighting Co. It has recently extended its lines 1½ miles to a park of its own containing 25 acres.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000, dated Oct. 1, 1894, due 1914; denom. $1,000; not subject to call; int. payable Apr. and Oct., at office of American Security & Trust Co., of Washington, D. C.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass., rent, etc.	$14,134	$16,392	$16,654	$18,942	$21,070
" power furnished....	6,949	6,630	6,857	9,790	19,639
" total..............	21,083	23,022	23,511	28,732	40,709
Operating expenses..........	16,394	*18,420	*21,780	23,381	33,707
Earnings from operation......	4,689	4,602	1,730	5,351	7,002
Deduction from earnings.					
Interest.................	4,250	4,250	4,625		
Net income.................	439	352	†2,895		

*Including insurance and taxes.

†Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and own cars.

OFFICERS.—Pres. Seymour Cunningham, Sec. R. A. Denny, Treas. Gen. Man. Supt. & Pur. Agt. J. B. Marvin, Ch. Engr. John Watts, Elecn. D. J. Kerr.

DIRECTORS.—Seymour Cunningham, James M. Green, R. A. Denny, J. L. Bass, Ed. S. McCalmont.

GENERAL OFFICE, 1st St. and 8th Ave., Rome, Ga.

Date of information, Feb., 1901. z

ROME, N. Y.

Population in 1880, 12,194, in 1890, 14,991, in 1900, 15,343.

Rome City Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Wednesday in Apr. In Apr., 1899, it was announced this property had been sold to a syndicate, who have rebuilt the road and now operate it by compressed air motors.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $100,000; dated Apr. 1, 1900, due 1950; denom. $1,000; int. payable Apr. and Oct., at office of Trust Co. of America, New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers...	$6,000	$4,546	$4,986	$5,439	$4,696
" other sources......	115	271	238	16	26
" total..............	7,105	6,115	4,817	5,455	4,722
Operating expenses.........	6,559	5,085	5,800	8,364	6,058
Earnings from operation....	†444	†268	†576	†2,909	1,336

Deductions from earnings.	1896.	1897.	1898.	1899.	1906.
Interest on bonds.........	4.223				
" " floating debt...			9	97	
Taxes....................	183	202	131	194	169
Net income................	*627	*470	*716	*3,200	*1,505
Total deficit...............	512	982	1,698	4,898	6,403

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried........	120,007	90,926	100,000	110,000	93,912
Car miles run............	59,483	50,570	56,812	63,259	53,793
Total receipts per car mile	$.102	$.095	$.092	$.086	$.087
Op. ex. per car mile......	.111	.100	.102	.132	.112

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.....	$50,000	$50,000	$50,000	$50,000	$175,000
Cash assets................	260	175	648	361	186
Other assets................	248	185			
Profit and loss (deficit)......	512	982	1,698	4,898	1,505
Total..................	$51,020	$51,342	$52,346	$55,259	$176,695

LIABILITIES.					
Capital stock..............	$50,000	$50.000	$50,000	$50,000	$150,000
Funded debt..............					25,000
Bills payable...............	1,020		1,000	5,259	1,691
Other liabilities............		1,342	1,346		
Total..................	$51,020	$51,342	$52,346	$55,259	$176,691

PLANT AND EQUIPMENT.—Miles of track (cars operated by compressed air), 6.75; gauge, 4 ft. 8½ in.; 38½ lb. girder rail; 8 motor cars.

OFFICERS.—Pres. John S. Wardwell, V. Pres. A. C. Kessinger, Sec. & Treas. Wm. P. Rayland. Gen. Man. J. W. Brown.

DIRECTORS.—John S. Wardwell, A. C. Kessinger, Wm. R. Huntington, Edward Comstock, Thomas H. Stryker, Wm. P. Rayland, Jno. D. McMahon.

GENERAL OFFICE, 115 John St., Rome, N. Y.

Date of information, Feb., 1901. z

RUTHERFORD, N. J.

Population in 1880, 2,299, in 1890, 2,293.

Newark & Hackensack Traction Co.—Chartered in 1899 as the successor to the Union Traction Co., whose property was sold under foreclosure of mortgage on Jan. 27, 1899.

Since reorganization the lines of this company have been extended to reach Hackensack along the Ridge road, from Rutherford, and are now in operation from Arlington on the south, where connection is made with Newark, through Lyndhurst, Rutherford, (to New York via Bergen Co. Traction Co.,) Carlstadt, Woodridge and Hasbrouck Heights to Hackensack on the north, where connection is made to New York via the New Jersey & Hudson River Ry. & Ferry Co. By the terms of reorganization agreement the stock is held by D. W. Coon, Frank M. Pierce and William C. Giles as voting trustees for two years, or longer, to be terminated by an agreement signed by each trustee, on satisfactory settlement of the reorganization plans. In Jan., 1901. the reorganization committee hoped to distribute the new securities of the company to the holders of the old company's bonds without further delay.

Capital Stock, authorized, but held by voting trustees, $650,000 (see opening paragraph).

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated 1899, due 1949; denom. $1,000.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Total receipts....................	$14,772	$22,721	$19,863	$27,692
Operating expenses..............	15,265	32,219	20,606	30,434
Earnings from operation..........	*507	*9,498	*743	*2,742

*Deficit.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 12 motor cars; 1,000 H. P. station plant, McIntosh & Seymour engines, Sterling boilers, 3 Crocker-Wheeler dynamos, 600 K. W. Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

Officers.—Pres. & Pur. Agt. W. C. Giles, V. Pres. D. W. Coon, Sec. John H. Coon, Jr., Treas. John H. Coon, Supt. L. Wheeler.

General Office, 33 Wall St., N. Y. City.

Power Station, Rutherford, N. J.

Reference.—Receivership, Vol. XIV, Feb., '98, p. 84.

Date of information, Feb., 1901. b x

RUTLAND, VT.

Population in 1880, 7,502, in 1890, 8,239, in 1900, 11,499.

Rutland Street Railway Co.—Chartered 1885. Annual meeting third Wednesday in July.

CAPITAL STOCK.—Common stock, authorized, $140,000, issued, $115,000; preferred, 6 p. c. stock, authorized, $10,000, issued, $8,600; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, reduced from 6 p. c. July 1, 1900; authorized, $100,000, issued, $81,600; dated Sept. 1, 1894, due 1919; denom. $100, $500 and $1,000; coupon, but may be registered; int. payable Mar. and Sept., at office of the company, H. F. Field and Justin Batcheller, trustees of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric) 10; gauge, 4 ft. 8½ in.; 62 lb. T rail; 11 motor cars and 2 trail cars; West. motors, Brill and Stephenson cars; rent power.

OFFICERS.—V. Pres. E. C. Tuttle, Sec. G. H. Cutts, Treas. N. K. Chaffee, Supt. M. McKeogh.

DIRECTORS.—J. W. Cramton, G. T. Chaffee, N. K. Chaffee, S. M. Willson, E. C. Tuttle, F. C. Partridge, T. W. Moloney, F. R. Patch, M. McKeogh, Mrs. F. B. Cramton.

GENERAL OFFICE, S. Main St., Rutland, Vt.

Date of information, Mar., 1901. z

SACO, ME.

Population in 1880, 6,389, in 1890, 6,075; in 1900 (local estimates), 7,200.

Saco Valley Electric Railroad.—This company is a reorganization of the Saco River Electric R. R. Co. Hearings before the State Board of R. R. Commissioners are still pending in Feb., 1901, and no construction work has yet been commenced. F. A. Hobart is now in control.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 56 lb. rail; 20 cars, of which 18 are motor cars and 2 trail cars.

GENERAL OFFICE, 432 Tremont Building, Boston, Mass.

Date of information, Feb., 1901. z

SACRAMENTO, CAL.

Population in 1880, 21,420, in 1890, 26,386, in 1900, 29,282.

Sacramento Electric, Gas & Railway Co.—Chartered Apr. 4, 1896, as a consolidation of the Sacramento Electric Power & Light Co., and the Folsom Water Power Co. Annual meeting fourth Thursday in Jan. This company also owns the capital stock of the Capital Gas Co.

CAPITAL STOCK, authorized and issued, $2,500,000; outstanding Jan. 31, 1901, $1,850,600; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,835,000; in escrew to retire prior lien, $265,000; in treasury for improvements, $400,000; coupon, but may be registered; dated Nov. 1, 1897, due 1927; denom. $1,000; int. payable at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage, or at office of Union Trust Co. of New York.

FRANCHISES.—Municipal franchises will expire Oct. 6, 1942.

OPERATION.—Includes the operation of the electric lighting and power plants for the years ending Jan. 31,

	1899.	1900.	1901.
Gross receipts........................	$219,589	$333,820	$376,970
Operating expenses includ.ng taxes....	174,567	158,925	173,398
Earnings from operation..............	105,022	174,895	203,572
Deductions from earnings.			
Interest on bonds.................	110,115	110,115	107,186
Net income........................	*5,093	64,780	96,386
Dividends (monthly, begining Jan. 1, 1901) 1½ p. c......................			2,776
To surplus account..................	*5,093	64,782	†90,404
Total surplus account................	*21,743	†35,137	125,541

*Deficit.

†After charging off $7,900 to account of profit and loss; in 1900, and $3,206 in 1901.

BALANCE SHEET.—Dated Jan. 31,

ASSETS.	1899.	1900.	1901.
Cost of properties and equipment...	$2,871,727	$2,897,727	
Water rights and rights of way.....			$ 668,360
Real estate and hydraulic works....			1,330,698
Generating and transmitting system.			389,315
Distributing system (Sacramento) ..			369,677
Railway system....................			878,694
Stock returned to treasury..........			649,400
Cost of franchises and licenses......	19,450	19,450	19,450
Stock and bonds of other companies.	13,775	266,186	427,625
Bills and accounts receivable.......	22,341	36,522	36,459
Cash..............................	16,539	13,775	21,209
Contingent fund...................	800	1,700	
Material and supplies..............	15,956	13,527	14,304
Profit and loss (deficit)............	21,743		
Total..........................	$2,982,331	$3,248,887	$4,805,191

LIABILITIES.	1899.	1900.	1901.
Capital stock	$ 831,640	$1,020,050	$2,500,000
Funded debt	2,100,000	2,100,000	2,100,000
Bills and accounts payable	21,241	67,954	54,863
Accrued interest	29,450	24,746	24,787
Profit and loss (surplus)		35,137	125,541
Total	$2,982,331	$3,248,887	$4,805,191

NOTE. — The company operates their entire plant by water power at Folsom 24 miles from Sacramento and has a contract for supplementary power, when required, with the Yuba Electric Power Co. to the extent of 5000 H. P.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5, gauge, 4 ft. 8½ in.; 56 lb. combination rail; 40 motor cars; 5000 H. P. of station plant, (auxiliary); Gen. Elec. dynamos, Gen. Elec. and Sprague motors; various cars, Brill trucks; water power.

OFFICERS.—Pres. Thomas Addison, V. Pres. Alex McCallum, Sec. & Treas. Albert Gallatin, Jr., Gen. Man. Albert Gallatin, Supt. F. A. Ross, Pur. Agt. W. L. Rennie, Elecn. & Ch. Engr. of Power Station C. W. Hutton, Ch. Engr. C. L. Knight.

DIRECTORS.—Albert Gallatin, Thomas Addison, F. F. Barbour, Alex McCallum, J. B. Wright.

GENERAL OFFICE, 6th and H Sts., Sacramento, Cal. San Francisco office, Claus Spreckels Bldg.

Date of information, Mar., 1901. z

SAGINAW, MICH.

Population in 1880, 10,525, in 1890, 46,332, in 1900, 42,345.

Saginaw Valley Traction Co.—This is a consolidation in 1899, of the Union Street Ry. Co., the Saginaw Consolidated Street Ry. Co., and the Inter-Urban Ry., to Bay City, being all the street railway companies in operation in the city and suburbs of Saginaw, Mich. The company commenced business Jan. 10, 1899.

CAPITAL STOCK, $1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $850,000; int. payable at the office of the Boston Safe Deposit & Trust Co., trustee of mortgage. It is understood these bonds were issued for the purpose of retiring all the bonds of the constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 40; gauge 4 ft. 8½ in.; 51 moter cars ; Hamilton-Corliss engines, Gen. Elec. and West dynamos and motors.

OFFICERS.—Pres. Homer Loring, Sec. Chas. S. Smith, Treas. F. D. Ewen, Supt. L. N. Richardson, Engr. Henry E. Warren.

EXECUTIVE COMMITTEE OF BOARD OF DIRECTORS.—Thos. A. Harvey (Chairman), Geo. B. Morley, G. M. Stark.

Date of information, Feb., 1901. z

Saginaw Suburban Railway Co.—Incorporated in 1900 to construct an electric railway on the third-rail system from Flint to Bay City, via Saginaw, about 50 miles. In Nov., 1900, 20 miles of track had been laid, and it was expected to have the entire line in operation by June 1901.

CAPITAL STOCK, authorized and issusd, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $800,000; dated Oct. 1, 1900, due 1925; denom. $1,000; coupon but may be registered; not subject to call; sinking fund of 10 p. c. of net earnings, begining Oct., 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee.

OFFICERS.—Pres. & Gen. Man. George Silsby, Sec. G.V. Chandler, Treas. T. C. Harnish, Gen. Counsel E. G. Stevenson, Ch. Engr. C. M. Stevens.

DIRECTORS.—George Silsby, G. V. Chandler, T. C. Harnish, E. G. Stevenson, L. M. Butzel, Wm. Stoddard, E. C. Hirshfield.

GENERAL OFFICE, Saginaw, Mich.

Date of information, Mar., 1901. z

ST. CLOUD, MINN.

Population in 1880, 2,462, in 1890, 7,686, in 1900 (estimated), 10,000.

Benton Power & Traction Co.—This company is the successor by purchase of the St. Cloud City Street Car Co., and is now operating St. Cloud & Sauk Rapids Electric Rys. In Feb., 1901, E. E. Clark was appointed receiver after foreclosure proceedings.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $18,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver E. E. Clark, Pres. C. M. Hertig, Treas. & Supt. E. E. Clark, Elecn. F. B. Daten.

Date of information, Feb., 1901. z

ST. JOHN, N. B.

Population in 1881, 26,127, in 1891, 24,184, in 1897 (local estimates), 45,000.

The Saint John Railway Co.—This company owns and operates the street railway, gas works and electric lighting plant of St. John.

CAPITAL STOCK, authorized and paid in, $500,000.

FUNDED DEBT.—$475,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 74 lb. special T rail; 22 motor cars; West. dynamos and motors.

OFFICERS—Pres. James Ross, V. Pres. J. M. Robinson, Sec. & Man. M. Neilson, Elecn. H. A. Brown, Ch. Engr. of Power Station Thomas Irwin.

Date of information, Feb., 1900. x

ST. JOHNSBURY, VT.

Population in 1880, 3,360, in 1890, 3,857, in 1900 population served, 14,000.

St. Johnsbury Street Railroad Co.—Chartered in 1896 for 5 years. Municipal franchises granted in 1898 for 30 years.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT.—5 p. c. gold coupon bonds, authorized, $150,000, issued, $120,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track, 12; gauge, 4 ft. 8½ in.

OFFICERS.—Pres. F. C. Kennedy, Sec. Arthur F. Stone, Treas. John J. Flynn.

DIRECTORS.—F. C. Kennedy, J. J. Flynn, A. O. Humphrey, Burlington, Vt.; T. C. Fletcher, H. N. Turner, St. Johnsbury,

GENERAL OFFICE, St. Johnbury, Vt.

Date of information, Feb., 1900. z

Bellows Falls & Saxton's River Electric Railroad Co.—This company has under construction by contract an electric railway from Bellows Falls to St. Johnsbury, and part of the line is reported as being in operation into St. Johnsbury in the summer of 1900, and to be completed by 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars; water power with auxiliary steam plant.

OFFICERS.—Pres. D. A. Blakeslee, New Haven, Conn.; V. Pres. & Gen. Man. J. H. Holton, Bellows Falls, Vt.; Treas. C. S. Morehouse, New Haven, Conn.

GENERAL OFFICE, Bellows Falls, Vt.

Date of information, Nov., 1900. x

ST. JOSEPH, MICH.

Population in 1880, 2,603, in 1890, 3,733, in 1900, 5,155.

St. Joseph & Benton Harbor Street Railway Co.—Chartered 1884. This company is the successor to the St. Joseph & Benton Harbor Electric Ry. & Light Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated July 1, 1893, due 1912; int. payable Jan. and July, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

The following is the combined operation report for the street railway and lighting plants :

OPERATION.—Year ending Dec. 31,	1898.	1899.
Gross receipts	$55,691	$62,652
Operating expenses	35,255	39,134
Earnings from operation	20,436	23,518
Deduction from earnings.		
Interest	11,703	11,774
Net income	8,733	11,744

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 24 cars, of which 13 are motor cars and 11 trail cars; 750 H. P. station plant; Williams engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. Worth Bean, Sec. & Treas. W. H. Hull, Supt. H. C. Mason, Ch. Engr. & Ch. Engr. of Power Station M. E. Leighton, Elecn. A. L. Ide.

DIRECTORS.—W. W. Bean, E. Brant, W. H. Hull, H. C. Mason, G. M. Bell.

GENERAL OFFICE, St. Joseph, Mich.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 290.

Date of information, Feb., 1900. z

ST. JOSEPH, MO.

Population in 1880, 32,431, in 1890, 52,324, in 1900, 102,979.

St. Joseph Railway, Light, Heat & Power Co.—Chartered Nov. 8, 1895, as a successor to the St. Joseph Traction & Lighting Co., which was sold under foreclosure of mortgage on Oct. 7, 1895. The company also operates an electric lighting and steam heating plant.

Capital Stock.—Common stock, authorized and issued, $2,000,000; par value, $100 per share.

Preferred stock, authorized and issued, $1,500,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 3 horses, 150 cars, of which 95 are motor cars and 45 trail cars; A. & S. and Williams 2,400 H. P. engines, Gen. Elec. and West. dynamos and motors, Brill, Gilbert. St. Louis and Stephenson cars.

Officers.—Pres. E. H. Harriman, Sec. & Treas. Chas. C. Tegethoff, V. Pres. & Gen. Man. W. T. Van Brunt, Supt. J. H. Van Brunt, Ch. Engr. of Power Station Chas. Montgomery.

General Office, St. Joseph, Mo.; New York office, 120 Broadway.

References.—Financial standing, Vol. IX, July, '93, p. 419; increase of bonds, Vol. IX, Aug., '93, p. 558; notes from the field, Vol. XVI, June 2, '00, p. 536.

Date of information, Feb., 1901. z

ST. LOUIS, MO.

Population in 1880, 350,518, in 1890, 451,770, in 1900, 575,238. The population of Carondelet township in 1880 was 5,691, and in 1890, 6,180. The total present population of the city and suburbs is approximately 750,000 by municipal census.

United Railways Co. of St. Louis is a corporation chartered by the state of Missouri March 11, 1898. The city of St. Louis, by ordinance No. 19,352, passed on the 12th day of Apr., 1898, authorized it to build 79.50 miles of street railroad on several of the most important streets, and gave it the further authority to acquire by lease or purchase any other street railroad in that city. This franchise runs for fifty years from the date of its passage. This company has acquired all the operating street railways in St. Louis except the St. Louis & Suburban system.

The companies absorbed and the amount of the stock of each which was acquired are here given:

	Shares Issued.	Shares Acquired.
Jefferson Avenue Railroad Co.	4,000	4,000
Lindell Railway Co.	100,000	99,994
Missouri Railroad Co.	22,986	22,986
National Railway Co.	25,000	24,950
St. Louis Traction Co.	20	20
Southern Electric R. R. Co., preferred	10,000	9,953
Southern Electric R. R. Co., common	5,000	5,000
Union Depot Railroad Co.	30,000	30,000
Compton Heights, Union Depot & Merchant's Terminal R. R. Co	10,000	10,000
Clayton & Forest Park Railway Co.	661	634
Delmar Avenue & Clayton Railway Co.	50	50
Midland Street Railway Co	2,000	2,000
St. Louis Cross County Railroad Co.	1,000	1,000
St. Louis, Clayton & Creve Coeur Lake R. R. Co.	120	120
St. Louis County Street Railway Co.	467	467
Taylor Avenue Railway Co	5,000	5,000
Vandeventer Avenue Railroad Co.	200	200
Forest Park, Laclede & Fourth Street Ry. Co.	937	937
Cass Avenue & Fair Grounds Ry. Co.	40,000	40,000
Citizen's Railway Co.	10,000	9,997
Northern Central Ry. Co	2,000	2,000
Union Railroad Co	12,000	12,000
Grand Avenue Railway Co.	100	100
St. Louis Railroad Co.	19,387	13,016
Total	300,928	294,424

Capital Stock.—Common, authorized, $25,000,000, issued, $17,347,500, held in treasury, $7,652,500 (see Note).

Preferred, authorized, $20,000,000, issued, $11,565,000, held in treasury, $8,435,000 (see Note).

Funded Debt.—General first mortgage 4 p. c. bonds, authorized, $45,000,000, issued, $23,000,000, held in escrow, $14,000,000, held in treasury, $8,000,000 (see Note); dated Sept. 20, 1899, due July 1, 1934; int. payable Jan. and July, at its office or agency in the city of New York (See report of St. Louis Transit Co.).

Note.—The amounts given as issued for common and preferred stocks and general mortgage bonds were paid to the stockholders of the several constituent companies. The $14,000,000 of general mortgage bonds are held to retire at maturity the underlying liens of the several companies. $7,652,500 of common stock, $8,435,000 of preferred stock, and $5,000,000 of the $8,000,000 of general mortgage bonds, given as held in treasury, are reserved for future acquirements, betterments and improvements, and the remaining $3,000,000 of the $8,000,000 of bonds held in treasury are reserved for the special purpose of acquiring, whenever it may be thought desirable, the properties of the St. Louis & Suburban system.

BOND ISSUES OF CONSTITUENT COMPANIES.

Total, $13,888,000.

JEFFERSON AVENUE SYSTEM.

Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $277,000; dated, 1895, due 1905; int. payable May and Nov.

LINDELL SYSTEM.

Lindell Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; dated Aug. 1, 1891, due 1911; denom. $1,000; int. payable Feb. and Aug., in New York and St. Louis; trustee of mortgage, Mercantile Trust Co., of New York.

Compton Heights, Union Depot & Merchants' Terminal Railroad Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, or St. Louis Trust Co., of St. Louis, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

Taylor Avenue Railway Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

MISSOURI SYSTEM.

Missouri Railroad Co.'s first mortgage 5 p. c. bonds, authorized $1,000,000, issued, $700,000; coupon, but may be registered; dated 1896, due 1906, with privilege of redemption after 1901 upon payment of 5 p. c. premium; denom. $1,000; int. payable Mar. and Sept.

NATIONAL SYSTEM.

St. Louis Railroad Co.'s first mortgage 5 p. c. coupon bonds, authorized. $2,000,000, issued, $1,948,000; dated May 1, 1890, due 1900–1910 at company's option; denom. $1,000; int. payable May and Nov.

Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. gold bonds, $250,000; dated July 1, 1893, due 1913; int. payable Jan. and July; trustee of mortgage, Northern Trust Co. of Chicago.

Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,813,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000, subject to call at 102 on July 1st of any year, sinking fund of $10,000 per annum; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage. These bonds are guaranteed by the National Ry. Co.

Citizens' Railway Co.'s first mortgage 6 p. c. coupon bonds, issued, $1,500,000; dated 1887, due 1907; denom. $1,000; int. payable Jan. and July, at office of National Bank of Commerce, of New York; trustees of mortgage, Rufus J. Lackland and Thos. E. Tutt.

ST. LOUIS TRACTION SYSTEM.

People's Railway Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $125,000; dated 1882, due 1902, but subject to call after 1892; denom. $1,000; int. payable June and Dec.

Second mortgage 7 p. c. registered bonds, authorized and issued, $75,000; dated 1886, due 1902, but subject to call after May 1, 1896; denom. $1,000; int. payable May and Nov.

SOUTHERN ELECTRIC SYSTEM.

Southern Railway Co.'s first mortgage 6 p. c. bonds, authorized, $200,000; issued, $164,000; dated 1884, due 1904; int. payable May and Nov.; trustee of mortgage, Charles F. Herman, of St. Louis, Mo.

Southern Railway Co.'s consolidated mortgage 6 p. c. bonds, authorized, $500,000, issued, $336,000; in escrow, to retire first mortgage bonds, $164,000; coupon, but may be registered; dated 1890, due 1915; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Southern Electric R. R. Co.'s mortgage of 1896 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Aug. 1, 1896, due 1916; denom. $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo., trustees of mortgage.

UNION DEPOT SYSTEM.

Union Depot Railroad Co.'s first consolidated mortgage 6 p. c. gold bonds, authorized and issued, $791,000; coupon, but may be registered; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. gold bonds, authorized, $3,500,000, issued, $2,409,000; coupon, but may be registered; dated June 1, 1893, due 1918; denom. $1,000; int. payable June and Dec. at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Mound City Co.'s first mortgage 6 p. c. gold bonds, $300,000; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Jan and July.

FUNDED INDEBTEDNESS OF UNITED RAILWAYS COMPANY OF ST. LOUIS, AND ITS CONSTITUENT COMPANIES.

	AMOUNT.	WHEN DUE.
United Railways Co.'s first mortgage 4 p. c. gold bonds	$23,000,000	July 1, 1934.
CONSTITUENT COMPANIES.		
Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	250,000	July 1, 1913.
Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. bonds	1,813,000	July 1, 1912.
Citizen's Railway Co.'s first mortgage 6 p. c. bonds	1,500,000	July 1, 1907.
Compton Heights, Union Depot & Merchant's Terminal Railroad Co.'s first mortgage 6 p. c. bonds	1,000,000	July 1, 1913.
Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds	277,000	Nov. 2, 1905.
Lindell Railway Co.'s first mortgage 5 p. c. bonds	1,500,000	Aug. 1, 1911.
Missouri Railroad Co.'s first mortgage 5 p. c. bonds	700,000	Mar. 1, 1906.
Mound City Street Railway Co.'s (subsequently acquired by Union Depot Railroad Co.) first mortgage 6 p. c. bonds	300,000	Oct. 1, 1910.
People's Railway Co.'s (property now owned by St. Louis Traction Co.) first mortgage 6 p. c. bonds	125,000	May 1, 1902.
People's Railway Co.'s (property now owned by St. Louis Traction Co.) second mortgage 7 p. c. bonds	75,000	May 1, 1902.
St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	1,948,000	May 1, 1910,
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	164,000	May 1, 1904.
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	336,000	May 1, 1915.
Southern Electric Railroad Co,'s first mortgage 5 p. c. bonds	200,000	Aug. 1, 1916.
Taylor Avenue Railway Co.'s first mortgage 6 p. c. bonds	500,000	July 1, 1913.
Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1890	791,000	Oct. 1, 1910.
Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1893	2,409,000	June 1, 1918.
Total funded indebtedness of the constituent companies	$13,888,000	
Total funded indebtedness of the United Railways Co.'s	$36,888,000	

Operation.—The combined figures of the constituent companies for the year ending June 30, 1899, and the fixed charges as they will be after reorganization, are as follows:

Gross earnings	$5,412,557
Operating expenses, including taxes	3,380,458
Earnings from operation	2,032,099
Other income	4,566
Total income	2,036,665
Deductions from income.	
Interest on old bonded debts	773,597
" " new issue ($23,000,000)	920,000
Other deductions	76,186
Net income under reorganization	$266,882

PLANT AND EQUIPMENT CONTROLLED.

Jefferson Avenue Railroad Co. (electric)	6.79
Lindell Railway system (electric)	60.10
County roads (electric)	24.76
Missouri Railroad system (electric)	16.75
" " " (cable)	9.06
National Railway system (electric)	64.95
" " " (cable)	14.62
St. Louis Traction system (cable)	9.60
Southern Electric R. R. system (electric)	21.68
Union Depot R. R. system (electric)	75.50
Total in operation	303.81
" authorized (electric) in addition, (estimated)	115.34
Total mileage of United Railways System	419.15

Officers.—Pres. Edwards Whitaker, V. Pres. A. B. du Pont, Sec. & Treas. James Adkins, Audr. Frank R. Henry, Gen. Man. George W. Baumhoff, Asst. Man. John Grant.

Directors.—Edwards Whitaker, Patrick Calhoun, C. D. McLure, Murray Carleton, W. H. Thompson, H. C. Haarstick, H. S. Priest, W. F. Boyle, C. H. Spencer, F. E. Marshall, Geo. W. Hunter.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

References.—Consolidation, Vol. XVI, Apr. 7, '00, p. 386; strike, Vol. XVI, weekly from May 12 to July 21, '00; called off, Sept. 15, '00, p. 863; operating changes, Vol. XVI, Sept. 1, '00, p. 850.

Date of information, Mar., 1901. x

For map of system see page 237.

St. Louis Transit Co.—This company was organized under the laws of Missouri, and has leased all the lines controlled by the United Railways Company of St. Louis. By city ordinance of March 20, 1899, this company was empowered to acquire, lease and operate for 40 years any of the lines which may be acquired by the United Railways Co.

Capital Stock.—$20,000,000 (see Note); par value, $100 per share. This company will guarantee the payment of interest upon all of the bonds of the United Railways Co. and its constituent companies, and also guarantees 5 p. c. upon the United Railways Co.'s preferred stock.

Note.—This stock is to be exchanged share for share for the common stock of the United Railways Co. upon payment by the latter's stockholders of $11 per share.

Operation.—St. Louis Transit Co. and constituent companies.

	6 mo. ending Dec. 31, 1898.	6 mo. ending Dec. 31, 1899.	Year end'g Dec. 31, 1900.
Gross earnings	$2,721,433	$2,873,894	$5,992,480
Operating exps. and taxes	1,718,370	1,814,579	3,624,069
P. c. op. exp. and taxes to earn.	63.14	63.14	60.46
Earnings from operation	1,003,063	1,059,314	2,368,411
Other income	2,029	2,671	6,216
Total income	1,005,092	1,061,986	2,374,627
Deductions from income	8,492	5,598	142,053
Total net income	996,600	1,056,387	2,232,574
Less proportion of net income of St. Louis R.R. Co.Sys. represented by minority stockholders			
35.318 p.c. of $58,490.12	20,657		
32.862 p. c. of $63,882.99		20,993	
Total net income from oper.	975,943	1,035,394	2,232,574
Fixed charges			
On outstg. underly'g liens	386,798	386,798	
On $23,000,000 United Rys. Co. 4 p.c. bonds	*460,000	460,000	
Organization expenses of United Rys. Co. of St. L.	‡250	250	
Total fixed charges	847,048	847,048	2,264,506
Surplus	128,894	188,346	**31,932

*These bonds were not outstanding in 1898, but are included for purpose of comparison.

‡ These organization expenses did not accrue in 1898, but are inserted for purpose of comparison.

** Deficit.

Officers.—Pres. Edwards Whitaker, V. Pres. A. B. du Pont, Sec. & Treas. James Adkins, Audr. Frank R. Henry, Elecn. W. P. Cook.

Directors.—Edwards Whitaker, Murray Carleton, C. D. McLure, H. C. Haarstick, W. H. Thompson, D. S. H. Smith, C. H. Spencer, F. E. Marshall, A. H. Bauer, Eugene Delano, Patrick Calhoun.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

Date of information, Feb., 1901. x

For map of system see page 237.

Baden & St. Louis Railroad.—Chartered Mar., 1870. This is now a part of the system controlled by the National Ry. Co., the capital stock of which is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $300,000, issued, $50,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 6.65; gauge, 4 ft. 10 in.; 78 lb. girder rail; 10 motor cars; Gen. Elec. motors, St. Louis cars.

Officers.—Same as St. Louis R. R. Co.

Date of information, Mar., 1901. z

Cass Avenue & Fair Grounds Railway Co.—Chartered 1892. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized $2,500,000; par value, $50 per share.

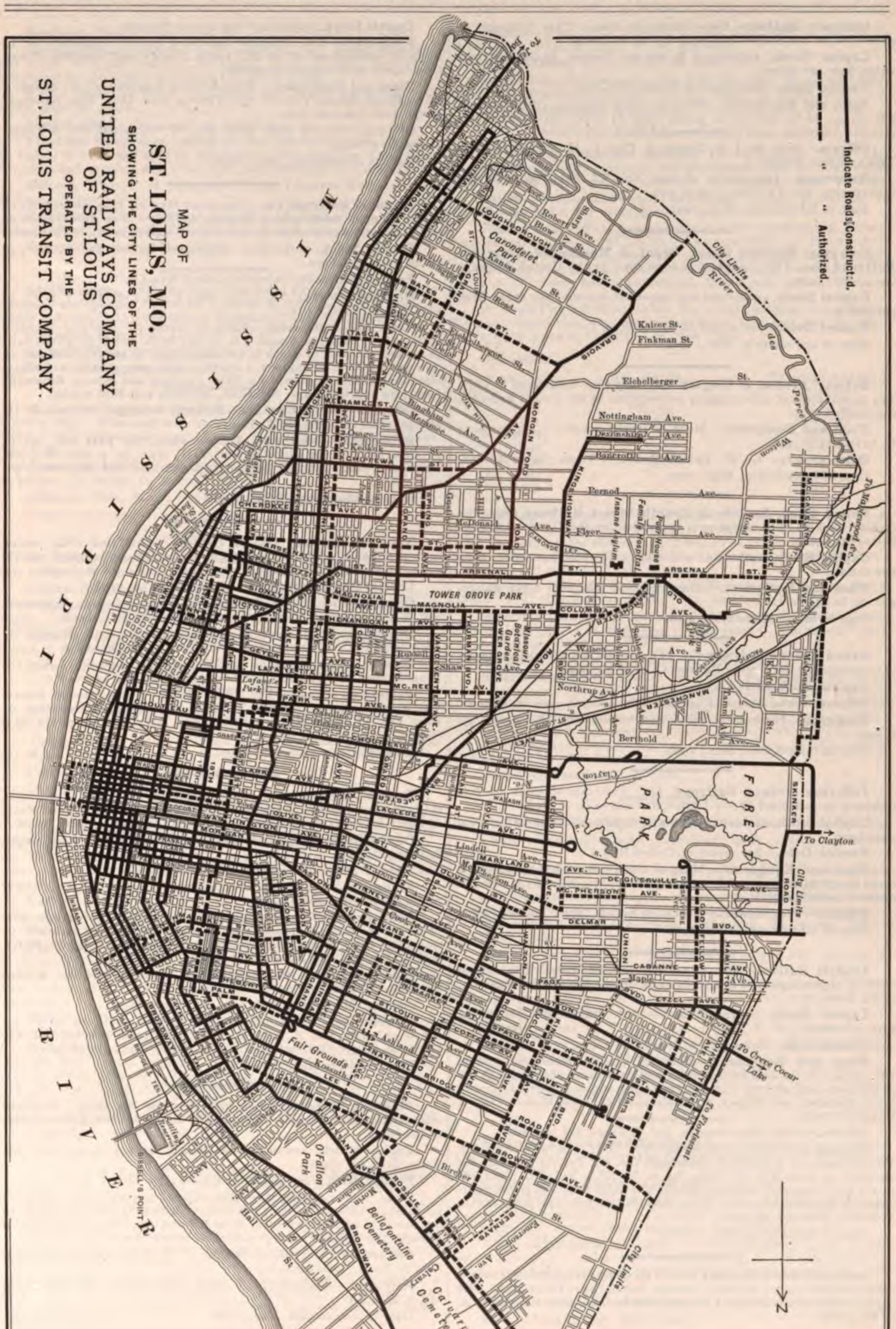
Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 34.48; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 166 cars, of which 86 are motor cars and 80 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brownell cars, American and St. Louis trucks.

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. IX, Dec., '93, p. 789 (ill.); Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1901. z


MAP OF
ST. LOUIS, MO.
SHOWING THE CITY LINES OF THE
UNITED RAILWAYS COMPANY
OF ST. LOUIS
OPERATED BY THE
ST. LOUIS TRANSIT COMPANY.
Indicate Roads Constructed.
" " Authorized.
MISSISSIPPI RIVER
TOWER GROVE PARK
FOREST PARK
Carondelet Park
Fair Grounds
O'Fallon Park
Bellefontaine Cemetery
Calvary Cemetery
Missouri Botanical Garden
Lafayette Park
Insane Asylum
Female Hospital
Poor House
To Clayton
To Creve Coeur Lake
To Florissant
To Jefferson Barracks
To Maplewood &c.
City Limits
River des Peres
BISSELL'S POINT
N

Citizens' Railway Co.—Chartered 1884. This company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 16.36; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 67 motor cars; Gen. Elec. motors, American cars, American and St. Louis trucks.

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. VI, Feb., '90, p. 58; improvements, Vol. IX, Nov., '93, p. 749.

Date of information, Mar., 1901. z

Compton Heights, Union Depot & Merchants' Terminal Railroad Co.—This company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Date of information, Mar., 1901. c z

Delmar Avenue & Clayton Railway Co.—Chartered in 1897. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Plant and Equipment.—Miles of track (electric), 5.11; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1901. z

Forest Park, Laclede & Fourth Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $93,700; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 4 ft. 10 in.; 44 lb. rail.

Date of information, Mar., 1901. z

Grand Avenue Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, $100,000.

Officers.—Pres. Murray Carleton, Sec. & Treas. Jas. H. Roach.

Reference.—Increase of stock and bonds, Vol. IX, Aug., '93, p. 558.

Date of information, Mar., 1901. z

Jefferson Avenue Railroad Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 6.79; gauge, 4 ft. 10 in.; 77½ lb. girder rail; 15 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. Edwards Whitaker, Sec. & Treas. James Adkins.

Date of information, Mar., 1901. z

Lindell Railway Co.—Chartered Jan. 24, 1864. The capital stock of this company is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $10,000,000; par value. $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 10 in.; 78 lb. and 80 lb. girder rail; 202 cars, of which 155 are motor cars and 47 trail cars; Porter-Allen engines, Gen. Elec. and West. dynamos and motors, St. Louis and Brill cars, Missouri Car & Foundry trucks.

Officers.—Pres. Wm. Duncan, Sec. & Treas. Jas. Adkins.

References.—Description of road, Vol. VIII, June,'92, p. 334 (ill.); Vol. IX, June,'93, p. 356 (ill.); franchise, Vol. IX, Feb.,'93, p. 394; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608; purchase of Missouri Ry., Vol. XIII, May, '97, p. 318; operating detail, Vol. XIV, Feb.,'98, p. 107.

Date of information. Mar., 1901. c z

Midland Street Railway Co.—This company's line now extends from the terminus of the Page Avenue line to Creve Cœur lake. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $20,000.

Franchises.—The company has been granted franchises for 12 miles of extensions, all in St. Louis County and reaching Creve Cœur Lake as a western terminus.

Plant and Equipment.—Miles of track (electric), 10.56; gauge, 4 ft. 10 in.; 35 lb. and 56 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. & Gen. Man. Geo. W. Baumhoff, Sec. & Treas. James D. Adkins.

Date of information, Mar., 1901. z

Missouri Railroad Co.—Chartered May 10, 1859, under laws of 1855. Annual meeting first Monday in May. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $2,400,000, issued, $2,298,600; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Dividends, in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 7 p. c.; in 1897, 6 p. c.; 1898, 6 p. c.

Plant and Equipment.—Miles of track, 26; operated by electricity, 17, by cable, 9; gauge, 4 ft. 10 in.; 63 lb. and 78 lb. girder rail; 30 horses, 160 cars, of which 64 are motor cars, 48 are grip cars and 48 trail cars; 3,860 H. P. engines, 1,050 H. P. dynamos, 3,000 H. P. boilers; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell, American and Brill cars, American, McGuire and Brill trucks.

Officers.—Pres. & Gen. Man. Edwards Whitaker, V. Pres. C. D. McLure, Sec. & Treas. F. R. Henry.

References.—Description of power plant, Vol. VIII, Jan., '92, p. 15; description of car shop fire, Vol. VIII, Apr., 92, p. 232 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.).

Date of information, Mar., 1901. z

National Railway Co., of Illinois.—Chartered 1889, under laws of Illinois. Annual meeting in Jan. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $2,500,000.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins, Gen. Man. Robert McCulloch.

Directors.—C. H. Spencer, W. J. Orthwein, J. S. Walsh, H. Nicholaus, F. C. Whittemore, A. H. Bauer, C. C. Orthwein.

General Office, Champa and Duluth Sts., East St., Louis, Ill. Branch office, 203 Chamber of Commerce Bldg., St. Louis, Mo.

References.—Report, Vol. IX, Feb., '93, p. 129; annual report, Vol. X, Mar., '94, p. 213; Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 574 (ill.); (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Mar., 1901. z

People's Railway Co.—Chartered June, 1859. In Apr., 1899, this property was sold to the St. Louis Traction Co., the capital stock of which is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,000,000, issued, $300,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Franchises.—Franchises have recently been extended for 20 years under the original conditions.

Plant and Equipment.—Miles of track (cable), 9.6; gauge, 4 ft. 10 in.; 78 lb. girder rail; 95 cars, of which 36 are grip cars and 59 trail cars; 1,000 H. P. station plant; Hamilton-Corliss engines, Heine boilers, Brownell and Stephenson cars.

Officers.—Pres. F. H. Green, V. Pres. W. Wuntbrull, Sec. & Gen. Man. D. J. Mahoney.

General Office, 1801 Park Ave., St. Louis, Mo.

References.—Description of road, Vol. VI, Feb., '90, p. 58; increase of bonds, Vol. X, Jan., '94, p. 78; description of road, Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct., '96, p. 579 (ill.).

Date of information, Mar., 1901. z

St. Louis Railroad Co.—Chartered Mar. 10, 1859. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized $2,500,000, issued, $1,938,700; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (cable), 14.62; gauge, 4 ft. 10 in.; 78 lb. girder rail; 238 cars, of which 78 are grip cars, 80 are box cars and 80 open cars; Brownell and own cars. Southwestern branch, 7.47 miles of track (electric), 20 motor cars.

Officers.—Pres. Edwards Whitaker, V. Pres. Murray Carleton, Sec. & Treas. James Adkins.

Reference.—Description of cable power plant, Vol. VII, June, '91, p. 284 (ill.).

Date of information, Mar., 1901. z

Please note date of information at end of each report.

Southern Electric Railroad Co.—Chartered Apr. 16, 1884.

Capital Stock.—Common stock, authorized and issued, $500,000, par value, $100 per share. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

6 p. c. preferred stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 21.68; gauge, 4 ft. 10 in.; 78 lb. girder rail; 75 motor cars; Allis engines, Gen. Elec. dynamos and motors, American cars, American and St. Louis trucks.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins.

References.—Description of road, Vol. IX, Sept., '93, p. 575 (ill.); Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct. '96, p. 579 (ill.).

Date of information, Mar., 1901. z

Southwestern Railway Co.—Chartered 1893. The lines of this company are operated by the St. Louis R. R. Co., the capital stock of which is controlled by the United Railways Co. of St. Louis.

Officers.—Same as St. Louis R. R. Co.

General Office, 3700 North Broadway.

Date of information, Mar., 1901. z

St. Louis, Clayton & Creve Coeur Lake Railroad Co.—Chartered in 1897. This road is in course of construction. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Contemplated Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1901. z

St. Louis County Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $70,000, issued, $23,500.

Plant and Equipment.—Miles of track (horse), 3; 40 lb. T rail; 8 horses, 4 horse cars; St. Louis cars.

Officers.—Pres. M. B. Greensfelder, V. Pres. A. Arnstein, Sec. & Treas. J. B. Greensfelder.

Date of information, Mar., 1901. z

Taylor Avenue Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. This stock is all in the treasury of the Lindell Ry. Co.

Funded Debt.—See report of United Rys. Co.

Date of information, Mar., 1901. z

Union Depot Railroad Co.—Chartered 1855. On Apr. 1, 1893, this company acquired by purchase the Mound City R. R. Co., the Benton-Bellefontaine Ry. Co. and the Grand Avenue Ry. Co. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $4,000,000, issued, $3,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 75.5; gauge, 4 ft. 10 in.; 78 lb. girder rail; 381 cars, of which 215 are motor cars and 166 trail cars; 5,300 H. P. engines, 5,452 H. P. dynamos, 5,500 H. P. boilers, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. John Scullin, V. Pres. Murray Carleton, Sec. & Treas. Jas H. Roach.

References.—BENTON-BELLEFONTAINE RY.—Description of road, Vol. IX, Mar., '93, p. 177 (ill.). UNION DEPOT R. R. CO.—Description of power plant, Vol. VI, Oct., '90, p. 475 (ill.); general report, Vol. IX, Nov., '93, p. 749; description of road, Vol. XI, June, '95, p. 348 (ill.); fender record, Vol. XII, June, '96, p. 387; description of road, Vol. XII, Oct., '96, p. 575 (ill.); (brief), Vol. XII, Oct. '96, p. 608.

Date of information, Mar., 1901. z

St. Louis & East St. Louis Electric Railway Co.—Chartered July, 1889.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $75,000; dated Jan. 1, 1890, due 1905; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 48 lb. and 56 lb. girder rail; 10 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Bemis trucks.

Officers.—Pres. D. R. Powell, V. Pres. C. C. Carroll, Sec. D. T. Breck, Asst. Supt. & Elecn. W. H. Williams.

General Office, 115 N. 3d St., St. Louis, Mo.

References.—Increase of stock, Vol. IX, June, '93, p. 418; July, '93, p. 443; description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1901. z

St. Louis & Suburban Railway Co.—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co. under foreclosure of mortgage, June 10, 1890.

Capital Stock, authorized, $2,500,000, issued, $2,000,000, in treasury, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $1,400,000, in escrow, $600,000; dated Feb. 1, 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. income bonds, authorized, $2,000,000, issued, $300,000; dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, $600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1886	141,134	3,505,997
" 1890	105,084	4,343,139
" 1895	105,806	7,803,746
" 1896		9,892,652
" 1897		11,205,233
" 1898	168,924	13,275,012
" 1899		14,090,201
" 1900		18,641,134

Plant and Equipment.—Miles of track (electric), 36.07, on private right of way, 19.9; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

Officers.—Pres. C. H. Turner, V. Pres. S. M. Kennard, Sec. & Treas. T. C. Kimber, Gen. Man. T. M. Jenkins.

Directors.—Chas. H. Turner, S. M. Kennard, James Green, Ellis Wainwright, C. H. Sampson, H. Nicolaus, C. Marquand Foster, T. M. Jenkins, Jas. P. Dawson.

General Office, De Hodiamont, St. Louis, Mo.

References.—Description of road, Vol. VIII, July, '92, p. 395 (ill.); fire in car house, Vol. VIII, July, '92, p. 404 (ill.); operating detail, improvements, Vol. IX, Feb., '93, p. 95; postal service, Vol. IX, Jan., '93, p. 29; description of road, Vol. XII, Oct., '96, p. 578 (ill.). ST. LOUIS CABLE & WESTERN RAILWAY CO.—Vol. VI, Feb., '90, p. 56 (ill.); description of power plant, Vol. VI, Feb., '90, p. 44 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1901. z

St. Louis & Meramec River Railroad Co.—Chartered 1894.

Capital Stock, $2,000,000, in treasury of St. Louis & Suburban Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1 000.000; coupon, but may be registered; dated May 8, 1896, due 1916; denom. $1,000, int. payable May and Nov., at office of Mississippi Valley Trust Co. of St. Louis, trustee of mortgage.

Consolidated mortgage bonds, authorized, $2,000,000, issued, none; dated 1898.

Note.—These bonds are guaranteed, principal and interest, by the St. Louis & Suburban Ry. Co.

Plant and Equipment—Miles of track (electric), 28.37, private right of way, 6.7; 70 lb. girder rail; 40 motor cars; rent power from the Suburban R. R. Co.

Officers.—Pres. C. H. Turner, Gen. Man. T. M. Jenkins.

Directors.—Charles H. Turner, Samuel M. Kennard, James Green, Ellis Wainwright, H. Nicolaus.

General Office, De Hodiamont, St. Louis, Mo.

Date of information, Mar., 1901. z

St. Louis & Kirkwood Railroad Co.—Chartered 1893. In July, 1897 this campany passed to the control of the St. Louis & Suburban Ry. Co.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, none issued Mar., 1901; dated 1895, due 1915; int. payable Jan. and July; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 13.42, private right of way, 7.1; guage, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars.

Officers.—Pres. J. P. Dawson, Sec. & Treas. T. C. Kimber.

Date of information, Mar., 1901. z

Brentwood, Clayton & St. Louis Railroad Co.—The capital stock of this company is owned by the St. Louis & Suburban Ry. Co., and the road is operated as part of that system.

Plant and Equipment.—Miles of track (electric), total, 11.08, on private right of way, 9.97; gauge, 4 ft. 10 in.; 80 lb. T rail.

Officers.—Pres. C. Hunt Turner, Sec. & Treas. T. C. Kimber, Gen. Man. T. M. Jenkins.

General Office, De Hodiamont, St. Louis, Mo.

Date of information, Mar., 1901. z

ST. THOMAS, CAN.

Population in 1891, 10,370, in 1899, 13,000.

St. Thomas Street Railroad Co.—Chartered in 1878 for 50 years. Municipal franchise granted in 1878. Annual meeting in Mar. This company leases and operates Pinafore Lake Park of 80 acres.

Capital Stock.—$250,000.

Funded Debt.—Debenture 4 p. c. gold bonds, authorized and issued, $50,000; dated Feb. 1898, due 1920; denom. $500. These bonds are guaranteed by the city of St. Thomas.

Plant and Equipment.—Miles of track (electric), 6,5; gauge, 4 ft. 8½ in.; 65 lb. rail; 12 cars, of which 8 are motor cars and 4 trail cars; Robb engines, Canadian Gen. Elec. dynamos and motors, Ottawa cars.

Officers.—Pres. & Pur. Agt. E. H. Caughell, V. Pres. M. A. Gilbert, Sec. & Treas. W. T. Williams, Gen. Man. H. E. Brinker.

Directors.—E. H. Caughell, A. E. Marlatt, John W. Moyes, W. T. Williams, J. S. Robertson.

General Office, St. Thomas, Ont.

Date of information, Mar., 1901. z

SALEM, MASS.

Population in 1880, 24,117, in 1890, 30,735, in 1900, 35,956.

Salem & Wakefield Street Railway Co.—Chartered in 1897. This road began operation May 6, 1898. On Dec. 31, 1899, this company consolidated with the Wakefield & Stoneham St. Ry. Co., which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co. The capital stock of these companies being now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $75,000.

Operation.—	5 months ending Sept. 30, 1898.	Year ending Sept. 30, 1899.	3 months ending Dec. 31, 1899.
Receipts from passengers	$9,570	$10,731	$
" other sources	48	1,419	
" total	9,618	12,150	1,237
Operating expenses	5,022	10,673	2.317
Earnings from operation	4,596	1,477	1,080
Deductions from earnings.			
Interest on floating debt	387	1,886	186
Taxes	942	509	146
Other deductions	1,644	2,494	383
Net income	1,623	*3,413	*1,795
Total surplus account	1,623	*1,789	*3,583

*Deficit.

Plant and Equipment.—Miles of track (electric), 6.36; 7 motor cars.

Officers.—Pres. Elwin C. Foster V. Pres. P. F. Sullivan, Sec. Edwin L. Stone, Treas. Chas. Williams.

Directors.—Jos. H. Goodspeed, Elwin C. Foster, Patrick F. Sullivan, Chas. Williams, Edwin L. Stone.

General Office, 333 Union St., Lynn, Mass.

Date of information, Mar., 1901. z

SALEM, O.

Population in 1880, 4,041, in 1890, 5,780, in 1900, 7,582.

Salem Electric Railway Co.—Chartered Oct. 2, 1889. In Sept., 1900, the Alliance, Sebring & Salem Electric R. R. Co., a newly organized company, secured an option to purchase this property, but in Feb., 1901, no action had been taken.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. bonds, $50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

Officers.—Pres. & Treas. M. Davis, Sec. D. L. Davis, Gen. Man. Ch. Engr. & Elecn. Charles Fifer.

General Office, 210 E. Main Street, Salem, O.

Date of information, Mar., 1901. z

SALEM, ORE.

Population in 1900, 4,258.

Salem Light & Traction Co.—This company is a successor to the Salem Motor Ry., the Salem Light & Power Co., and the Salem Consolidated Street Ry. Co. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant. This property was sold at foreclosure sale on Mar. 4, 1901, to the Morton Trust Co., of New York, in the interests of the bondholders.

Capital Stock, authorized and issued, $100,000.

Funded Debt, $150,000.

Franchises.—The company owns a perpetual electric light and power franchise and a 50-year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

Plant and Equipment.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 15 are motor cars and 4 trail cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

Lighting Plant.—240 arc Edison and Schuyler dynamos, 3,600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant by 250 H.P.

Officers.—Pres. E. P. McCornack, V. Pres. F. H. Page, Sec. Gen. Man. Supt. & Pur. Agt. J. L. Lambirth, Treas. First National Bank, Ch. Engr. L. Kibele.

General Office, Court and Liberty Sts., Salem, Ore.

Date of information, Mar., 1901. d x

SALT LAKE CITY, UTAH.

Population in 1880, 20,768, in 1890, 44,843, in 1900, 53,531.

Salt Lake City Railroad Co.—Chartered Jan. 19, 1872.

Capital Stock, authorized, $1,000,000; issued, $850,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $1,500,000, issued, $840,000; coupon, but may be registered; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York.

Note.—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding $20,000 per mile of completed track. After the total mortgage indebtedness reaches $1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

Franchises are granted for 50 years from Jan. 1, 1894.

Plant and Equipment.—Miles of track (electric), 47; gauge, 4 ft. 8½ in.; 35 lb., 52 lb. and 72 lb. T rail; 65 cars, of which 58 are motor cars and 7 trail cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Stephenson cars.

Officers.—Pres. A. W. McCune, V. Pres. R. C. Chambers, Sec. & Treas. Jos. S. Wells, Supt. & Pur. Agt. Walter P. Read, Mast. Mech. C. M. Dunlap.

General Office, Hooper Bldg., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 240 (ill.); operating detail, Vol. XIV, Apr., '98, pp. 190, 194 (ill.).

Date of information, Feb., 1901. z

Salt Lake Rapid Transit Co.—Chartered Jan. 14, 1890, for 50 years, from Jan. 1, 1894.

Capital Stock, authorized, $500,000, issued, $356,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; dated Feb., 1890, due 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 33.82; gauge, 4 ft. 8½ in.; 35 lb. to 79 lb. T and girder rail; 2 horses, 41 cars, of which 30 are motor cars and 11 trail cars; 15 cars operated on winter schedule, 20 on summer; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Jones, Stephenson and Woeber cars.

Officers.—Pres. & Gen. Man. J. S. Cameron, V. Pres. J. M. Donnellan, Sec. & Treas. G. S. Gannett, Ch. Engr. of Power Station, Wm. Swaner.

General Office, 176 South State St., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 242 (ill.); increase of stock and bonds, Vol. IX, Mar., '93, p. 197.

Date of information, Mar., 1901. z

West Side Railway Co.—This is the successor to the West Side Rapid Transit Co. Annual meeting first Monday in May.

Capital Stock, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 12; operated by steam, 8, by electricity, 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors. .

Officers.—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec. & Treas. A. M. Wrench, Gen. Man. T. A. Davis.

General Office, 14 West 3d South St., Salt Lake City, Utah.

Date of information, Feb., 1901. x

SAN ANTONIO, TEX.

Population in 1880, 20,550, in 1890, 37,513, in 1900, 53,321.

San Antonio Traction Co.—Chartered Apr., 1900. Franchises granted June, 1900, for 40 years, as the successor by purchase at receiver's sale in Apr., 1900, to the San Antonio Street Ry. Co. and the San Antonio Edison Co. This company and the San Antonio Gas & Electric Co. are controlled by the Southern Light & Traction Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft.; 40 lb. to 56 lb. T rail; 47 motor cars and 14 trail cars; Sioux City, Corliss, 750 H. P. engines, Gen. Elec. dynamos and motors, St. Louis cars, Bemis and Dupont trucks.

OFFICERS.—Pres. E. H. Jenkins, V. Pres. W. F. Douthirt, Sec. & Treas. J. J. King, Supt. & Pur. Agt. D. D. Willis.

GENERAL OFFICE, 113 W. Houston St.

REFERENCE.—Description of cross compound engine, Vol. XIV Sept., '98, p. 575 (ill.); receivership ended, Vol. XVI, Apr. 21, '00, p. 402.

Date of information, Mar., 1901. z

Southern Light & Traction Co.—This company owns all the securities of the San Antonio Traction Co. and the San Antonio Gas & Electric Co., comprising all the street railway, light and power interests of San Antonio.

CAPITAL STOCK, authorized, $2,500,000, issued, $1,762,500; par value, $100 per share.

FUNDED DEBT.—Collateral trust 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,900,000; dated Sept. 1, 1899, due 1949; denom. $1000; coupon, but may be registered; no sinking fund provided; int. payable May and Sept., at office of Continental Trust Co., of New York, trustee of mortgage.

OFFICERS.—Pres. Emerson McMillin, Sec. W. F. Douthirt (40 Wall St., New York), Treas. C. T. Scoville.

GENERAL OFFICE, 243 Washington St., Jersey City, N. J.

Date of information, Mar., 1901. z

West Side Electric Street Railway Co.—Charter and franchises granted 1887 for 50 years. Annual meeting in June.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. golds bonds, authorized, $30,000, held in escrow, $30,000; dated Jan. 1, 1900, due 1920; denom. $500; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage, or at company's office in San Antonio.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.6; gauge, 4 ft.; 30 lb. T rail; 5 motor cars and 1 trail-car; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. & Treas. D. D. Willis, V. Pres. & Sec. George R. Hines, Supt. Pur. Agt. & Elecn. M. J. Spangle.

DIRECTORS.—D. D. Willis, J. B. Willis, George R. Hines.

GENERAL OFFICE, West End, San Antonio, Tex.

Date of information, Mar., 1901. z

SAN BERNARDINO, CAL.

Population in 1880, 1,673, in 1890, 4,012, in 1900, 9,000.

City Electric Railway Co.—This company has secured a franchise for an electric railway, and a bonus of $6,000 is being raised by the citizens to have an electric railway replace the abandoned horse line of the City Street Ry. Co.

OFFICER.—Gen. Man I. H. Curtis.

GENERAL OFFICE, San Bernardino, Cal.

Date of information, Mar., 1901. z

SAN DIEGO, CAL.

Population in 1880, 2,637, in 1890, 16,159, in 1900, 17,700.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891, and the property of the Citizens' Traction Co. sold under foreclosure in Feb., 1898.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. Treas. & Gen Man. J. A. Flint, Pur. Agt. Fred. Creelman, Ch. Engr. & Ch. Engr. of Power Station H. S. Taylor, Elecn. Jas. Restine.

GENERAL OFFICE, E and Arctic Sts.

REFERENCES.—CITIZENS' TRACTION CO.—Description of road, Vol. VII, July, '91, p. 337 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152. SAN DIEGO ELECTRIC RAILWAY CO.—Description of cars, Vol. XIII, Feb., '97, p. 96 (ill.).

Date of information, Mar., 1901. z

SANDUSKY, O.

Population in 1880, 15,838, in 1890, 18,471, in 1900, 19,664.

Sandusky & Interurban Electric Railway Co.—Chartered July, 1898, in perpetuity. This company is the successor, by purchase, on July 9, 1898, of the Sandusky Street Ry. Co., chartered Aug. 29, 1881, and proposes to construct an electric railway from Sandusky to Lorain, 30 miles, there to connect with the Lorain & Cleveland Ry., which is operated by the same interests. In Feb., 1901, the interurban line to Huron, 10 miles, and the local city line, 9 miles, were in operation.

CAPITAL STOCK, authorized, $500,000, issued, $65,200, in treasury, $434,800.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $10,000 per mile of single track, issued, $65,200, in treasury (see Note), $24,800; dated Aug. 1, 1898, due 1918; denom. $500; int. payable Feb. and Aug., at office of the company, Sandusky, O.; trustee of mortgage, E. W. Moore, Treas. Dime Savings and Banking Co., Cleveland, O.

NOTE.—Present funded debt of $90,000 is authorized on present line, and may be extended at rate of $10,000 per mile on new extensions.

Bonds may be called for payment on 60 days' notice, at the expiration of five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 14 motor cars; 200 H. P. station plant. West. and Walker dynamos and motors, Brownell and Gilbert cars.

OFFICERS.—Pres. H. A. Everett, V. Pres. W. H. Price, Sec. & Treas. C. H. Stewart, Gen. Man. Thos. Wood.

DIRECTORS.—H. A. Everett, E. W. Moore, B. Mahler, C. H, Stewart, W. H. Price.

PRESIDENT'S OFFICE.—Electric Building, Cleveland, O.

GENERAL OFFICE AND POWER STATION, Sandusky, O.

Date of information, Feb., 1901. z

Sandusky, Norwalk & Southern Electric Railway Co.—Incorporated in Dec., 1900, as a consolidation of the People's Electric Ry. Co. and the Sandusky, Milan & Norwalk Electric Ry. Co., and to build an extension of their present lines from Norwalk to Mansfield, 35 miles.

CAPITAL STOCK, authorized, $400,000, to be issued as required in acquiring the old properties and making extensions.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $400,000; dated Mar. 1, 1901, due 1930; denom. $1,000.

NOTE.—It is understood that the prior liens of the constituent companies are to be called and cancelled.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 25, under construction, 35; gauge, 4 ft. 8½ in.; 40 lb. T and 50 lb. girder rail laid, 70 lb. rail on new construction; 18 motor cars; West. generators and motors.

OFFICERS.—Pres. Truman B. Taylor, V. Pres. John Whitwerth, Sec. W. E. Guerin, Jr., Treas. H. J. Curtis, Asst. Treas. & Gen. Man. E. Schmidt.

GENERAL OFFICE, Columbus Ave., Sandusky, O.

Date of information, Feb., 1901. z

People's Electric Railway Co.—Chartered Aug., 1891, for 25 years. In Dec., 1900, this company was consolidated with the Sandusky, Milan & Norwalk Electric Ry. Co., forming the Sandusky, Norwalk & Southern Electric Ry. Co.

Date of information, Feb., 1901. z

Sandusky, Milan & Norwalk Electric Railway Co.—In Dec., 1900, this company was consolidated with the People's Electric Ry. Co., forming the Sandusky, Norwalk & Southern Electric Ry. Co.

REFERENCE.—Description of road (brief), Vol. XI, Dec., '95, p. 786 (ill.).

Date of information, Feb., 1901. z

Sandusky, Monroeville, Bellevue & Norwalk Electric Railway Co.—This company was organized in 1900 to construct an electric railway connecting the cities named in title, and is reported to have 30 miles of road under construction.

Capital Stock, authorized, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $600,000; dated Mar. 1, 1900, due 1930; denom. $1,000; int. payable at office of Commonwealth Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

Officers.—Pres. Clark Rude, V. Pres. J. L. Dailey, Sec. W. E. Guerin, Treas. James McLean, Ch. Engr. James S. Forsythe.

General Office, Sandusky, Ohio.

Date of information, Mar., 1901. z

SANFORD, ME.

Population in 1880, 2,734, in 1890, 4,201, in 1900, 6,078.

Mousam River Railroad Co.—Chartered July 18, 1892. On Aug. 19, 1899, this company leased its property to the Sanford & Cape Porpoise Ry.

Capital Stock, authorized, $200,000, issued, $65,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $65,000; dated Dec. 15, 1892, due Dec. 1, 1912; int. payable June and Dec. at office of Portland Trust Co., trustee of mortgage.

Operation.—Year ending June, 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers...	$6,353	$ 5,834	$ 4,596	$ 6,212	$ 5,803
" other sources......	9,620	14,874	14,304	18,375	17,605
" total...............	15,973	20,708	18,900	24,587	23,408
Operating expenses..........	9,919	12,249	11,900	16,743	16,354
Earnings from operation.....	6,054	8,459	7,000	7,844	7,054
Deductions from earnings.					
Interest on bonds.......	3,900	3,900	3,900	3,900	3,900
" " floating debt..	1,736	1,488	1,633	1,684	1,362
Taxes..................		166	167	220	155
Net income.................	419	2,905	1,300	2,040	1,637
Total surplus account.......	259	3,164	4,463	6,503	8,140
P. c. op. exp. to total recpts.	62.1	59.0	62.9	68.1	69.9

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Maint. of way and structures..	$ 551	$ 987	$ 383	$ 698	$ 970
Maintenance of equipment....	703	1,120	847	1,861	2,139
Conducting transportation....	7,103	8,197	8,689	12,200	11,303
General expenses............	1,562	1,945	1,981	1,984	1,942
Total....................	$9,919	$12,249	$11,900	$16,743	$16,354

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried...........	116,677	91,923	124,247	116,055
Car miles run................	31,493	31,236	30,720	

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$150,020	$153,290	$153,289	$157,321	$157,525
Other permanent invest		4,066	6,119	4,066	4,066
Cash and current assets.	5,193	1,245	5,265	4,764	13,688
Other assets...........	4,066	4,268			
Total.............	$159,279	$162,869	$164,673	$166,151	$175,279
LIABILITIES.					
Capital stock..........	$ 65,000	$ 65,000	$ 65,000	$ 65,000	$ 65,000
Funded debt...........	65,000	65,000	65,000	65,000	65,000
Current liabilities......	29,020	29,705	30,210	29,648	37,140
Profit and loss (surplus)	259	3,164	4,463	6,503	8,139
Total.............	$159,279	$162,869	$164,673	$166,151	$175,279

Plant and Equipment.—Miles of track (electric), 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 6 are motor cars and 2 baggage cars, 3 snow plows; 1 elec. freight motor; Swampscott-Corliss engines, West. dynamos and motors, Briggs cars, Humphrey water wheel.

Officers.—Pres. E. M. Goodall, V. Pres. Geo. B. Goodall, Sec. Fred'k J. Allen, Treas. Louis B. Goodall, Gen. Man. Supt. & Pur. Agt. C. A. Bodwell, Elecn. A. J. Robinson, Ch. Engr. & Ch. Engr. of Power Station Sidney Spinney.

Directors.—E. M. Goodall, L. B. Goodall, G. B. Goodall, E. E. Hussey.

General Office, Washington St., Sanford, Me.

References.—Description of road (brief), Vol. IX, Dec., '93, p. 796; Vol. X, Feb., '94, p. 97 (ill.).

Date of information, Mar., 1901. z

Sanford & Cape Porpoise Railway Co.—This company commenced operation of its road Sept. 1, 1899, connecting Sanford, Alfred, Lyman, Kennebunk, and Kennebunkport with Cape Porpoise; and also operates the Mousam River R. R.

Capital Stock.—Common stock, $233,000, preferred stock, $17,000; authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July, trustee of mortgage, Morton Trust Co. of New York City.

Operation.—Including the operation of the Mousam River R.R. from Aug. 19, 1899.

Year ending June 30, 1900.

Receipts from passengers..............	$24,411
" " other sources..............	22,702
" total..............	47,013
Operating expenses..............	33,539
Earnings from operation..............	$13,474
Deductions from. earnings.	
Interest on bonds..............	10,000
" " loans etc..............	1,165
Taxes..............	166
Rental..............	3,160
Net income..............	$ 1,017
*Deficit.	

STATISTICS OF TRAFFIC.

Year ending June 30, 1900.

Passengers Carried..............	488,219
Car miles run..............	136,500

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road............	$418,484	Capital stock...........	$250,000
" " equipment.......	78,300	Funded debt...........	250,000
Other permanent invest.	34,197	Loans and bills payable.	40,924
Stock and bonds........	5,000		
Current assets..........	3,926		
Profit and loss (deficit)..	1,017		
Total...............	$540,924	Total..............	$540,924

Plant and Equipment.—Miles of track (electric) owned, 21.55' leased, 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 motor cars; 1 snow plow; 670 K. W. West. generators, West. motors, Briggs and Jackson & Sharp cars, Bemis and Peckham trucks.

Officers.—Pres. & Gen. Man. E. M. Goodall, V. Pres. Frank Hopewell, Sec. Fred'k J. Allen, Treas. L. B. Goodall, Supt. & Pur. Agt. I. L. Meloon.

Directors.—E. M. Goodall, L. B. Goodall, G. B. Goodall, John Hopewell, Frank Hopewell.

General Office, Washington St., Sanford, Me.

Date of information Mar., 1901. z

SAN FRANCISCO, CAL.

The population in 1880 was 233,959, in 1890, 298,997, in 1900, 342,782. The total population served in the city and suburbs is approximately 375,000.

California Street Cable Railroad Co.—Chartered 1884. Annual meeting second Wednesday in July.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends 50 cents a month.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $900,000; due 1915; int. payable, Jan. and July.

Plant and Equipment.—Miles of track (cable), 11.5; gauge, 3 ft. 6 in.; 38 lb. T rail; 60 grip cars; Hammond cars, Union I. W. engines.

Officers.—Pres. J. B. Stetson, V. Pres. J. Henry Meyer, Sec. W. E. Griffith, Treas. A. Borel & Co., Gen. Man. Supt. & Pur. Agt. J. W. Harris, Ch. Engr. & Ch. Engr. of Power Station A. D. McLean.

General Office, California and Hyde Sts., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p, 379 (ill.).

Date of information, Mar., 1901. z

Geary Street, Park & Ocean Railroad Co.—Chartered Nov., 1878. Annual meeting first Wednesday after second Tuesday in Apr.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $671,000; due 1921; int. payable Apr. and Oct.

Plant and Equipment.—Miles of double track (cable), 3.84; gauge, 4 ft. 8½ in.; 72 lb. girder rail; 70 cars, of which 30 are grip cars, 10 are combination cars and 30 trail cars; Union I. W. engines.

Officers.—Pres. H. E. Huntington, V. Pres. A. Grant, Sec. & Gen. Man. G. B. Willcutt, Treas. N. T. Smith, Supt. A. W. Barron, Mgr. Dept. of Purchases & Supplies, R. P. Schwerin.

General Office, 49 Second St., San Francisco, Cal.

Date of information, Jan., 1901. z

Market Street Railway Co.—Chartered 1893. This is a consolidation of the following companies:

Central R. R. Co.	Incorp.	1862
North Beach & Mission Ry. Co.	"	1862
City R. R. Co.	"	1863
Potrero & Bay View R. R. Co.	"	1866
Market St. Cable Ry. Co.	"	1882
Park & Ocean R. R. Co.	"	1883
Ocean Beach Ry. Co.	"	1885
Southern Heights & Visitacion Ry. Co.	"	1892
Ferries & Cliff House Ry. Co.	"	1887
Omnibus Cable Co.	"	1888
Market St. & Fairmount Ry. Co.	"	1886
*Metropolitan Ry. Co.	"	1891

*The ownership of the Metropolitan Ry. has since been acquired.

Capital Stock, authorized, $18,750,000, issued, $18,617,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $17,500,000, issued, $5,124,000; dated Sept. 1, 1894, due 1924; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Market St. Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, $3,000,000; dated Jan. 1, 1883, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company and of Southern Pacific Co., in New York; trustees of mortgage, J. O'B. Gunn and Union Trust Co., of San Francisco.

Omnibus Cable Co.'s first mortgage 6 p. c. bonds, $2,000,000; dated Apr. 2, 1888, due 1918; denom. $1,000; int. payable Apr. and Oct., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co.

Park & Cliff House Co.'s first mortgage 6 p. c. bonds, $350,000; dated Dec. 31, 1887, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Powell St. Ry. Co.'s first mortgage 6 p. c. bonds, $700,000; dated Mar. 1, 1887, due 1912; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Park & Ocean R. R. Co.'s first mortgage 6 p. c. bonds, $250,000; dated Jan. 1, 1884, due 1914; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, W. E. Brown and C. E. Green.

Ferries & Cliff House Ry. Co.'s first mortgage 6 p. c. bonds, $650,000; dated Mar. 1, 1889, due 1914; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Plant and Equipment.—Miles of track, 182.17; operated by cable, 52.24, by horses, 8.03, by steam, 11.8, by electricity, 110.1; gauge, 3 ft., 3 ft. 6 in., 4 ft. 8½ in., and 5 ft.; 37 lb. to 72 lb. tram, girder and T rail; 782 cars, of which 75 are horse cars, 356 cable cars, 271 electric cars, 23 steam cars, 36 trail cars and 21 miscellaneous cars; Union I. W. engines.

Officers.—Pres. H. E. Huntington, 1st V. Pres. Chas. Holbrook, 2d V. Pres. A. Hayward, Sec. & Controller G. B. Willcutt, Treas. N. T. Smith, Gen. Man. E. P. Vining. Div. Supts. A. W. Barron, J. C. Skinner, M. D. Stein, H. A. Iddings, Ch. Elecn. S. L. Foster, Man. Dept. Purchases & Supplies R. P. Schwerin.

Directors.—H. E. Huntington, A. Hayward, Chas. G. Lathrop, Chas. Holbrook, I. W. Hellman, H. T. Scott, Horace G. Platt, N. T Smith, J. L. Willcutt.

General Office, 49 Second St., San Francisco.

References.—MARKET STREET RAILWAY CO.—Description of road, Vol. IX, June, '93, p. 383 (ill.); electrical overhead work in San Francisco, Vol. XII, Aug., '96, p. 485 (ill.); operating detail (brief), Vol. XII, Aug., '96, p. 496; description of road (brief), Vol. XII, Oct., 96, p. 607; improvements in system, Vol. XV, Jan., '99, p. 37. NORTH BEACH & MISSION RAILWAY CO.—Description of road, Vol. IX, July, '93, p. 453. FERRIES & CLIFF HOUSE RAILWAY CO.—Description of road, Vol. IX, June, '93, p. 395 (ill.). OMNIBUS CABLE CO.—Description of road, Vol. IX, June, '93, p. 389 (ill.); cars, car houses and car repairs, Vol. XIII, Sept., '97, p. 527 (ill.); operating detail, Vol. XIV, Apr., '98, p. 197; low fares fight, Vol. XVI, May 12, '00, p. 492; Supreme Court on transfer ordinance, Vol. XVI, July 14, '00, p. 666.

Date of information, Feb., 1901. z

For map of system see inset between pages 242 and 243.

Presidio & Ferries Railroad Co.—Chartered Jan., 6, 1882. Annual meeting fourth Friday in Jan.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt, authorized, $250,000, issued, $150,000.

Plant and Equipment.—Miles of track, 11.5; operated by cable, 7.5, by horses, 2, by steam, 2; gauge, 5 ft.; 40 lb. to 60 lb. center bearing rail; 30 horses; 15 horse cars and 45 grip cars.

Officers—Pres. G. A. Newhall, V. Pres. H. M. A. Miller, Sec. John B. Leighton, Treas. W. J. Dutton, Supt. I. F. Kydd

General Office, 1111 Union St., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 392.

Date of information, Mar., 1901. d

San Francisco & San Mateo Electric Railway Co.—Chartered in 1896, as the successor to the San Francisco & San Mateo Ry. Co., whose property was sold on Apr. 11, 1896, under foreclosure of mortgage.

Capital Stock.—Owned by directors.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 58 lb. T and 85 lb. girder rail; 75 motor cars; electric power rented; 4-400 K. W. rotary West. transformers, Hammond, Carter and O'Brien cars, McGuire and Brill trucks.

Officers.—Pres. A. B. Spreckels, V. Pres. & Gen. Man. John A. Buck, Sec. & Pur. Agt. Wm. Clayton, Treas. W. D. K. Gibson, Supt. A. B. Southard, Ch. Elecn. Frank Vanatta, Ch. Engr. of Power Station Thomas Mirk.

Directors.—A. B. Spreckles, J. D. Spreckles, John A. Buck, N. Ohlandt, W. D. K. Gibson.

Superintendent's Office, 102 30th St., San Francisco, Cal.

Reference.—Description of road, Vol. IX, July, '93, p. 451 (ill.).

Date of information, Mar., 1901. z

Sutter Street Railway Co.—Chartered, Nov., 1879, for 50 years. Annual meeting second Monday in June. This company owns a controlling interest in the capital stock of the Sutro R. R. Co.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. Dividends 5 per cent. per annum, payable quarterly.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, and issued, $1,000,000, dated May 1, 1888, due 1918; denom. $1,000; int. payable May and Nov., at office of the company; trustee of mortgage, California Title Insurance & Trust Co., of San Francisco.

Note.—$50,000 is to be passed to a sinking fund on May 1, 1908, and annually thereafter, and bonds may be called for the sinking fund at par and accrued interest in amounts of $50,000 and in consecutive numbered order, commencing with No 1.

Franchises.—Municipal franchises granted in 1879 expire in 1929.

Dividends, in 1896-7-8-9, 5 p. c.

Plant and Equipment.—Miles of track, 13; operated by cable, 11.5, by horses, 1.5; gauge, 5 ft.; 43 lb. girder rail; 60 horses, 75 cars, of which 2 are horse cars and 73 grip cars; Union I. W. engines, own cars.

Officers.—Pres. R. F. Morrow, V. Pres. J. L. Schmitt, Sec. A. K. Stevens, Treas. M. Schmitt, Supt. & Pur. Agt. J. Reynolds, Ch. Engr. of Power Station F. E. Mason.

General Office, Sutter and Polk Sts., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 393.

Date of information, Feb., 1901. z

Sutro Railroad Co.—The capital stock of this company is controlled by the Sutter Street Ry. Co.

Capital Stock, authorized, $400,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 9.85; gauge, 4 ft. 8½ in.; 60 lb. T rail; 27 motor cars; Fulton Eng. & Ship B'ld'g engines, Gen. Elec., West. and Walker dynamos and motors, Holman cars.

Officers.—See Sutter St. Ry. Co.

General Office, See Sutter St. Ry. Co.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Feb., 1901. z

SAN JOSE, CAL.

Population in 1880, 12,467, in 1890, 18,060, in 1900, 30,000.

San Jose & Santa Clara Railroad Co.—Chartered July 9, 1868.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 3, 1898, due 1913; denom. $500; int. payable Jan. and July, at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 3 ft.; 35 lb. T rail; 20 cars, of which 16 are motor cars and 4 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Fitzgerald cars.

OFFICERS.—Pres. J. H. Henry. V. Pres. & Gen. Man. J. P. Burke, Sec. J. T. McGoeghegan, Treas. Commercial Savings Bank, Elecn. H. B. P. O'Dougherty.

GENERAL OFFICE, the "Alameda," San Jose, Cal.

Date of information, Feb., 1901. z

San Jose Railroad Co.—This company is a consolidation of the old San Jose R. R. Co., and the Willow Glen R. R. Co., which were purchased by the German Savings & Loan Society, of San Francisco, at foreclosure sale in May, 1899.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 3 ft.; 40 lb. steel T rail; 27 cars, of which 23 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Man. Geo. L. Barker, Engr. J. C. Higgins.

GENERAL OFFICE, So. First St., San Jose, Cal.

Date of information, Feb., 1900. z

SAN LUIS OBISPO, CAL.

Population in 1880, 2,243, in 1890, 2,995, in 1897, 4,000.

San Luis Street Railway Co.—Owned and operated by R. E. Jack.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft.; 16 lb. T rail; 10 horses, 5 cars.

GENERAL OFFICE, County Bank, of San Luis Obispo.

Date of information, Feb., 1901. z

SANTA ANA, CAL.

Population in 1880, 711, in 1890, 3,628, in 1900, 4,933.

Santa Ana & Orange Motor Co.—Chartered in Dec., 1896, to build a motor railway from Santa Ana to Orange. This company purchased a portion of the tracks of the Santa Ana, Orange & Tustin Street Ry. Co. which was dissolved 1897.

CAPITAL STOCK, authorized, $20,000, paid in, $13,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.5; gauge, 3 ft. 6 in.; 4 cars, of which 2 are steam cars and 2 trail cars.

OFFICERS.—Pres. F. P. Nickey, Sec. & Treas. D. H. Thomas, Man. E. I. Tolle.

DIRECTORS.—W. B. Hervey, F. P. Nickey, M. A. Menges, D. H. Thomas, E. I. Tolle.

GENERAL OFFICE, Santa Ana, Cal.

Date of information, Feb., 1901. z

SANTA BARBARA, CAL.

Population in 1880, 3,460, in 1890, 5,864, in 1900, 6,587.

Santa Barbara Consolidated Electric Co.—Chartered July 3, 1895, for 50 years. Municipal franchise granted Sept. 19, 1895, for 50 years. This is a consolidation of the Santa Barbara Street R. R. Co. and the Citizens' St. Ry. Co. Annual meeting in July. Operation was commenced in Oct., 1896.

CAPITAL STOCK, authorized, $200,000, issued, $50,000, in treasury, $150 000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $80,000, in treasury, $70 000; dated Nov. 1, 1896, due 1916; denom. $500; int. payable May and Nov., at office of State Bank & Trust Co., of Los Angeles, Cal., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 3 ft. 6 in.; 45 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars; Ide engines, Gen. Elec. dynamos and motors, Hammond & Son cars, Brill trucks.

OFFICERS.—Pres. & Pur. Agt. C. W. D. Miller, V. Pres. B. F. Thomas, Sec. & Treas. A. P. Miller, Elecn. & Engr. Arthur Connel.

DIRECTORS.—C. W. D. Miller, B. F. Thomas, E. W. Hadley, I. N. Peyton, H. S. Luster, L. L. Luster, A. P. Miller, H. K. Smith.

GENERAL OFFICE, Santa Barbara.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec. '96, p. 753 (ill.).

Date of information, Feb., 1900. z

SANTA CRUZ, CAL.

Population in 1880, 3,898, in 1890, 5,594, in 1900, 5,659.

Santa Cruz Electric Railway Co.—This company owns and operates the Pacific Avenue R. R.

CAPITAL STOCK, $500,000.

FUNDED DEBT, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 3 ft. 2 in.; 35 lb. and 40 lb. girder and T rail; 8 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. H. Logan, V. Pres. Jas. P. Smith, Sec. W. T. Jeter, Treas. Bank of Santa Cruz County, Gen. Man. E. S. West.

Date of information, Feb., 1900. z

SANTA ROSA, CAL.

Population in 1880, 3,616, in 1890, 5,216, in 1900, 6,673.

Santa Rosa Street Railroad Co.—Chartered June 5, 1877. This road has been bought by the Union Street Ry. Co., but is operated under present name and charter. The property is clear of debt.

CAPITAL STOCK, $25,000, issued $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 16 lb. T rail; 7 horses, 5 cars.

OFFICERS.—Pres. John S. Taylor, V. Pres. L. M. Alexander, Sec. B. M. Spencer, Treas. H. G. Halman.

DIRECTORS.—John S. Taylor, Mrs. N. M. Spencer, B. M. Spencer, H. G. Halman, L. M. Alexander.

Date of information, Feb., 1899. z

Central Street Railway Co.—Chartered in 1891, for 50 years; municipal franchise granted for 25 years. Annual meeting first Tuesday in May. The property of this company has passed to the Santa Rosa National Bank, and they are operating the road. The charter, stock and franchises are still held by the railway corporation.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 3 ft. 6 in.; 24 lb. and 35 lb. flat rail; 4 cars.

OFFICERS.—Pres. W. D. Reynolds, Sec. B. M. Spencer, Treas. J. H. Kinsel, Supt. W. H. Lee.

DIRECTORS.—W. D. Reynolds, B. M. Spencer, W. Prindle, W. H. Lee, J. H. Kinsel, J. H. Brush, J. W. Warboys.

GENERAL OFFICE, Santa Rosa, Cal.

Date of information, Feb., 1901. z

Union Street Railway Co.

CAPITAL STOCK, authorized, $50,000, issued $1,350.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 35 lb. flat rail; 8 cars.

OFFICERS.—Pres. John S. Taylor, V. Pres. L. M. Alexander, Sec. B. M. Spencer, Treas. H. G. Halman.

GENERAL OFFICE, Santa Rosa, Cal.

Date of information, Feb., 1900. z

SARATOGA, N. Y.

Population in 1880, 8,421, in 1890, 11,975, in 1900, 13,534.

Saratoga Traction Co.—Chartered in May, 1897, as the successor to the Union Electric Ry. Co., of Saratoga, whose property was sold under foreclosure. Annual meeting second Tuesday in April. On July 1, 1897, the Saratoga Lake Ry. Co. was consolidated with this company. In Mar., 1901, this property was sold to A. B. Colvin and J. A. Powers, of Glens Falls, who now control a system of local and interurban roads and franchises for new lines in the vicinity of Saratoga & Lake George.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $297,500; dated July 1, 1899, due 1929; denom. $500; int. payable Jan. and July.

Income bonds, 5 p. c., authorized, $36,000, issued, $30,000; dated Apr. 1, 1900, due, one quarter yearly for four years, 1901–1904; int. payable Apr. and Oct.

OPERATION.—This road is operated only during the summer season, the figures given showing only to June 30 of the year dated, and includes figures after June 30 of the preceding year.

	†1898.	‡1899.	1900.
Gross receipts	$9,317	$9,784	$36,176
Operating expenses	9,922	7,440	24,626
Earnings from operation	*605	2,344	11,550
Deductions from earnings.			
Interest		6,500	12,451
Taxes		322	931
Net income		*4,478	*1,831
Total surplus		*18,632	3,195

*Deficit.

†The report (1898), covers July, Aug. and Sept., 1897, and June 20 to 30, 1898.

‡The report for 1899 covers July, Aug. and Sept., 1898, and June 26 to 30, 1899.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$327,000	$329,972	$416,629	$508,064
Other permanent investments				31,534
Cash assets	199	722	1,991	1,523
Material and supplies	500	500		311
Profit and loss (deficit)	3,957	14,154	18,632	3,196
Total	$331,656	$345,348	$437,252	$544,628
LIABILITIES.				
Capital stock	$200,000	$200,000	$200,000	$200,000
Funded debt	130,000	130,000	197,500	327,500
Accounts payable	1,656	15,348	39,752	17,128
Total	$331,656	$345,348	$437,252	$544,628

Plant and Equipment.—Miles of track (electric), 14.85; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 11 motor cars and 23 trail cars; West. engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

Officers of 1900.—Pres. Edward A. Noyes, Portland, Me.; Sec. J. F. Lang, Portland, Me.; Treas. Richard S. Storrs, N. Y. City; Gen. Man. F. P. King, Supt. F. B. Lee, Ch. Engr. R. A. Snyder.

Directors of 1900.—Edward A. Noyes, F. E. Richards, A. W. Merrill, J. F. Lang, A. A. Montgomery Portland, Me.; Clarence Dewitt, Frank S. Butterworth, R. S. Storrs, New York City.

General Office, Saratoga Springs, N. Y.

Date of information, Mar., 1901. b x

Saratoga Northern Railway Co.—Chartered June 28, 1897. Annual meeting 2d Wednesday in Jan. This company was organized to construct an electric railway from Saratoga Springs northward to Lake George, about 25 miles. On Jan. 15, 1900, Joseph A. Powers, of Lansingburgh, N. Y., was appointed receiver.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued June 30, 1900, $49,000; due Jan. 1, 1917.

Cost of road to June 30, 1900, $1,049,000.

Officer.—Receiver Joseph A. Powers.

Directors.—Joseph A. Powers, A. W. Powers, A. E. Powers, A. B. Colvin, Thomas O'Connor.

General Office, Saratoga Springs, N. Y.

Date of information, Dec., 1900. b

SARNIA, ONT.

Population in 1899 (local estimates), 9,000.

Sarnia Street Railway Co.—Chartered 1875, for 30 years. Annual meeting fourth Wednesday in August. Contracts to change the road to overhead trolley system were completed in 1900.

Capital Stock, authorized, $50,000, issued, $38,600.

Funded Debt.—None.

Dividends paid, in 1893, 1894, 1895 and 1896, 6 p. c.; 1897 and 1898, 5 p. c.

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 21 horses, 9 cars; Patterson & Corbin and Brill cars.

Officers.—Pres. J. D. Beatty, V. Pres. Jas. Flintoft, Sec. Treas. Gen. Man. Supt. & Pur. Agt. H. W. Mills.

Directors.—C. Mackenzie, J. H. Jones, J. Cowan, Frank Smith J. T. Flintoft.

General Office, Front Street, Sarnia, Ont.

Date of information, Feb., 1901. x

SAVANNAH, GA.

Population in 1880, 30,709, in 1890, 43,189, in 1900, 54,244.

City & Suburban Railroad Co.—Chartered Apr., 1882; municipal franchise granted in 1868. Annual meeting second Tuesday in Feb. This road is under same control as the Savannah, Thunderbolt & Isle of Hope Ry., but is operated under its old charter.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 7 p. c. bonds, authorized and issued, $200,000; dated Jan. 1, 1882, due 1907; int. payable quarterly Feb., May, Aug. and Nov., at office of Savannah Bank & Trust Co.; trustee of mortgage, T. M. Cunningham.

Second mortgage 7 p. c. bonds, authorized and issued, $50,000; dated 1883, due 1903; int. payable Jan. and July, at office of Savannah Bank & Trust Co.; trustee of mortgage, T. M. Cunningham.

Plant and Equipment.—Miles of track (electric), 21; gauge, 5 ft.; 52 lb. to 70 lb. T rail; 5 motor cars and 4 trail cars; Gen. Elec. motors, Brill and St. Louis cars; rent power and cars from the Savannah, Thunderbolt & Isle of Hope Ry. Co.

Officers.—Pres. & Treas. J. H. Johnston, V. Pres. Henry Parsons, Sec. E. J. Thomas, Asst. Supt. J. E. Lewis.

Directors.—J. H. Johnston, Henry Parsons, E. J. Thomas, C. S. Hardee, J. H. Fall, Geo. Parsons.

General Office, Bolton St., Savannah, Ga.

Reference.—Description of road (brief), Vol. X, Mar., '94, p. 176; Vol. X, Souv., '94, p. 32.

Date of information, Feb., 1901. z

Savannah, Thunderbolt & Isle of Hope Railway Co.—Chartered in 1892. This company owns a municipal franchise granted in 1872. On May 29, 1897, the company took over the property of the Savannah Traction Co. without foreclosure.

Capital Stock, issued, $1,000,000.

Funded Debt.—First mortgage 4 p. c. currency bonds, authorized and issued, $1,250,000; coupon, but may be registered; dated July 1, 1897, due 1947; denom. $1,000; int. payable Jan., Apr., July and Oct.; trustee of mortgage, Central Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 19; gauge, 5 ft.; 45 lb. to 70 lb. T rail; 52 cars, of which 48 are motor cars and 4 trail cars; Cooper engines, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. George Parsons, 1st V. Pres. J. H. Fall, 2d V. Pres. Henry Parsons, Gen. Man. & Pur. Agt. H. M. Lofton, Sec. E. J. Thomas, Jr., Ch. Engr. E. J. Thomas, Sr., Treas. J. H. Johnston, Ch. Engr. of Power Station W. C. McIntyre.

Directors.—C. S. Hardee, E. J. Thomas, Henry Parsons, George Parsons, J. H. Fall, J. S. Collins, I. D. Weed, Albert Wylly, J. H. Johnston, Pope Barrow, Jacob Paulser.

General Office, Bolton St., Savannah Ga.

References.—Savannah Thunderbolt & Isle of Hope Ry. Co.—Description of road (brief). Vol. X, Mar., '94, p. 176; power station record (brief), Vol. XII, May, '96, p. 289; Savannah Traction Co.—Description of road, Vol. X, Mar., '94, p. 176; (brief), Vol. X, Souv., '94, p. 32; receivership, Vol. XI, Feb., '95, p. 124; reorganization, Vol. X, Dec., '94, p. 816.

Date of information, Mar, 1901. z

SCHENECTADY, N. Y.

Population in 1880, 13,655, in 1890, 19,902, in 1900, 31,682.

Schenectady Railway Co.—Chartered Feb. 11, 1895 (see note). This is a reorganization of the Schenectady Street Ry. Co., which went into the hands of a receiver in 1893. The reorganized company commenced business on Feb. 17, 1895, without floating debt. It operates the entire street railway, electric light and power plant in the city.

Capital Stock, authorized and issued, $300,000 (see note); par value, $100 per share.

Note.—In Jan., 1901, the company had its charter amended and it was authorized to increase its capital stock from $300,000 to $1,000,000. It was understood that the proceeds of new issue were to provide an extension to Albany, and the company has been securing rights of way and franchises, the new line to be known as the Albany & Schenectady Railway Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Feb. 15, 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Note.—These bonds are also secured by $79,700 of the stock of the Schenectady Illuminating Co., which has been deposited as collateral.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$32,958	$30,189	$33,454	$42,117	$60,887
" other sources.......	19,164	21,772	24,178	22,232	32,154
" total..............	52,122	51,961	57,632	64,349	93,041
Operating expenses..........	35,436	32,825	31,642	44,556	47,428
Earnings from operation.....	16,686	19,136	25,990	19,793	45,613
Deductions from earnings.					
Taxes.................	1,009	1,519	1,425	1,418	4,698
Interest..............	11,150	11,150	11,150	11,150	13,634
Park expense..........			2,145	2,100	1,883
Net income................	4,528	6,467	11,270	5,125	25,398
Total surplus account.......	102,588	107,475	118,660	120,741	11,189
Charged to profit and loss...					120,740
" " depreciation.....					14,208

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses........	$ 5,547	$ 4,253	$ 4,318	$ 3,952	$ 7,622
Transportation expenses.	19,592	20,026	20,940	24,218	27,901
Maint. of way and bldg..	2,730	2,570	3,165	6,151	3,980
" equip..	7,566	5,975	3,219	10,235	7,925
Total...............	$35,436	$32,825	$31,642	$44,556	$47,428

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried......	659,166	603,771	669,081	842,347	1,238,371
Car miles run...........	170,000	174,821	172,686	190,384	283,461
Total rec. per car mile...	$.307	$.297	$.333	$.338	$.328
Operat'g ex. per car mile	.208	.188	.197	.234	.167
Pass. rec. per car mile...			.193	.221	.215

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899,	1900.
Cost of road, equip., light & power plant..	$452,742	$456,060	$457,644	$457,654	$507,286
Stocks in treasury......	179,767	179,767	179,767	79,700	180,000
Cash..................	437	340	2,661	4,540	7,691
Open accounts.........	6,303	7,195	3,956	3,956	10,697
Material and supplies..	4,513	4,120	3,430	3,397	500
Other assets..........	1,720	1,618	1,684	6,902	1,120
Total.............	$645,482	$649,100	$649,142	$556,149	$707,294

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$300,000	$300,000	$300,000	$199,933	$300,000
Funded debt	222,994	222,994	222,994	223,000	300,000
Interest				5,575	
Loans	12,500	11,500	3,500	3,500	
Accounts payable	6,328	6,199	3,002	3,400	93,908
Other liabilities	1,072	932	985		2,197
Profit and loss (surplus)	102,588	107,475	118,661	120,741	11,189
Total	$645,482	$649,100	$649,142	$556,149	$707,294

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. rail; 21 motor cars; West. engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, Gilbert, Brill, Duplex and Jones cars.

OFFICERS.—Pres. J. P. Ord, V. Pres. & Man. R. H. Fraser, Sec. & Treas. Jas. O. Carr.

DIRECTORS.—J. P. Ord, E. W. Rice, Jr., G. E. Emmons, F. O. Blackwell, Theo. Stebbins, H. C. Wirt, J. R. Lovejoy, A. L. Rohrer, W. L. K. Emmett.

GENERAL OFFICE, Church & Fuller Sts., Schenectady, N. Y.

REFERENCES.—Life of gears and pinions, Vol. XIII, Mar., '97, p. 154; description of parks (brief), Vol. XIII, Feb., '97, p. 94; operating detail, Vol. XIII, Feb., '97, p. 97.

Date of information, Mar., 1901. b z

SCRANTON, PA.

Population in 1880, 45,850, in 1890, 75,215, in 1900, 102,026.

Scranton Railway Co.—This company owns and operates all the street railways of the city of Scranton, having acquired title thereto by merger of the Scranton Passenger Ry. Co., the Scranton Suburban Ry. Co., the Dunmore Street Ry. Co. and the Valley Passenger Ry. Co. into the People's Street Ry. Co. of Luzerne County, after the name of that company had been changed to the Scranton Ry. Co., and by the purchase of the property of the Scranton Traction Co. The Scranton Ry. Co. retains the valuable charter, franchises and privileges of the People's Street Ry. Co. of Luzerne County, which was organized under special charter granted by the Legislature of Pennsylvania, Mar. 23, 1865. This company also operates under favorable leases the lines of the Scranton & Carbondale Traction Co., the Lackawanna Valley Traction Co., the Pittston & Scranton Street Ry. Co., the Carbondale Ry. Co. and the Scranton & Pittston Traction Co., $295,500 of the bonds of the latter company having been guaranteed by the Scranton Traction Co., which guarantee is now assumed by the Scranton Ry. Co., which also owns nearly all of the stocks of the above named companies.

Capital Stock, authorized, $6,000,000; outstanding and paid in, $3,000,000; par value, $50 per share.

Funded Debt.—First consolidated 5 p. c. gold bonds, anthorized and issued, $2,500,000; dated Jan. 1, 1897, due Nov 1, 1932; denom. $1,000; int. payable Jan. and July, in Philadelphia (Bullitt Building,) or Scranton; trustee of mortgage, Continental Trust Co., of New York.

Collateral trust 5 p. c. gold bonds, authorized and issued, $500,000; dated Jan. 1, 1900, due, Nov. 1, 1932; denom. $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the $2,500,000 of the first consolidated mortgage bonds there are reserved in the treasury of the company $150,000 for future extensions and betterments, and in the hands of the trustee $1,600,000 to retire at maturity the following bonds:

People's Street Ry. Co. of Luzerne County, first mortgage, due 1918	$ 200,000
People's Street Ry. Co. of Luzerne County, general mortgage, due 1921	100,000
Scranton Suburban Ry. Co , first mortgage, due 1909	200,000
Scranton Passenger Ry. Co., first mortgage, due 1920	100,000
Scranton Traction Co., first mortgage, due 1932	1,000 000

These consolidated bonds are a first mortgage upon one-quarter of the entire street railway system of Scranton, and a consolidated mortgage upon the balance ; they are also a first mortgage upon the leasehold interests in the Scranton & Carbondale Traction Co., the Scranton & Pittston Traction Co. and the Lackawanna Valley Traction Co., comprising 21 miles of suburban railways outside of the corporate limits of Scranton operated by the Scranton Ry. Co.

Operation.—(Including suburban lines for the year 1900.)

Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$366,325	$383,727	$416,608	$589,342
Operating expenses	179,974	189,542	205,215	352,864
Earnings from operation	186,351	194,185	211,393	236,478
Deductions from earnings.				
All fixed charges	135,170	136,812	140,161	207,090
Net income	51,181	57,373	71,232	29,388

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.
Cost of road, equip. and franchise	$4,715,408	$4,818,984	$5,871,633
Company bonds in treasury	311,000	221,000	150,000
Cash	116,970	158,331	137,549
Material and supplies	17.811	29,638	63,788
Bills and accounts receivable	19,561	45,137	45,802
Prepaid insurance	1,386	2,279	521
Total	$5,182,136	$5,275,369	$6,269,293
LIABILITIES.			
Capital stock	$2,500,009	$2,500,000	$3,000,000
Funded debt	2,500,008	2,500,000	3,000,000
Accrued interest	22.981	22,932	58,682
Accounts payable	25.492	46,438	30,810
Other liabilities	33.547	31,473	32,219
Profit and loss (surplus)	100,116	174,526	147,582
Total	$5,182,136	$5,275,369	$6,269,293

Plant and Equipment.—Miles of track (electric), 76; owned, 38.1, leased, 37.9; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T and girder rail; 140 motor cars; 2600 H. P. station plant; Gen. Elec. West. and S. H. generators and motors, Brill, J. & S., Barney & Smith and Newcastle cars and trucks.

Officers.—Pres. C. M. Clark, V. Pres. E. W. Clark, Jr., Sec. & Treas. C. Ford Stevens, Gen. Man. Frank Silliman, Jr., Supt. Trans. H. H. Patterson, Ch. Engr. E. D. Reed, Elecn. E. A. Wildt.

Directors.—C. M. Clark, John M. Burke, E. W. Clark, Jr., C. Ford Stevens, Frank Silliman, Jr., Timothy Burke, Chas. A. Pearson, Jr.

General Manager's Office, Scranton, Pa.; President's, Treasurer's and Transfer Office, Bullitt Bldg., Philadelphia, Pa.

References.—Description of portable electric stone crusher, Vol. XV, Apr., '99, p. 216 (brief) (ill.); strike, Vol. XVI, Dec. 29, '00, p. 1,221.

Date of information, Mar., 1901. z

Scranton & Carbondale Traction Co.—Chartered Feb., 1893. Annual meeting first Wednesday in Oct. This property is operated under lease by the Scranton Ry. Co.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, $150,000; coupon, but may be registered; dated Apr. 1, 1893, due Jan. 1, 1923; denom. $1,000; int. payable Jan. and July, at office of E. W. Clark & Co., of Philadelphia.

Date of information, Mar., 1901. z

Scranton & Pittston Traction Co.—Chartered Sept., 1893. This company owns the entire capital stock of the Lackawanna St. Ry. and the Pittston, Jenkins & Avoca St. Ry. and a controlling interest in the capital stock of the Pittston Suburban Pass. Ry. The property of this company is operated under lease by the Scranton Ry. Co.

Capital Stock, authorized, $1,050,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $525,000; issued, $355,500; dated Oct. 1, 1893, due 1923; denom. $500 and $1,000; int. payable (free of tax) Apr. and Oct.; $295,500 of these bonds are guaranteed, principal and interest, by the Scranton Traction Co.

Date of information, Mar., 1901. z

Carbondale Railway Co.—This company is the successor to the Carbondale Traction Co. and the Carbondale & Forest City Ry. Co. This property is now operated as part of the system of the Scranton Ry. Co., which owns all of the capital stock and the $300,000 of bonds of this company.

Capital Stock, authorized and issued, $450,000 (all in treasury of the Scranton Ry. Co.)

Funded Debt.—Carbondale Traction Co.'s first mortgage 5 p. c. gold coupon bonds, issued, $150,000; dated July 1, 1892, due 1922; denom. $500 and $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Carbondale Ry. Co.'s first mortgage 5 p. c. gold bonds, issued, $300,000; dated June 1, 1900, due 1926; denom. $1,000; coupon, but may be registered; int. payable June and Dec. (These bonds are owned by Scranton Ry. Co.)

Date of information, Mar., 1901. z

Lackawanna Valley Traction Co.—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock and bonds.

Date of information, Mar., 1901. z

Pittston & Scranton Street Railway Co.—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock.

Date of information, Mar., 1901. z

SEA CLIFF, N. Y.

Sea Cliff Inclined Cable Railway Co.—Chartered Nov. 27, 1885. Annual meeting Sept. 27. This is an inclined cable railway, running from the shore and wharf at Sea Cliff to the top of the bluff. It is operated only in summer.

Capital Stock, authorized, $10,000, issued, $9,500; par value, $10 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized and issued, $2,000; dated Feb. 6, 1888; int. payable Feb. 6 and Aug. 6.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.	1900.
Gross receipts	$1,111	$1,181	$ 946	$ 874	$1,107	$ 947
Operating expenses	1,212	688	680	846	735	1,082
Earnings from operation	*101	493	266	28	372	*135
Deductions from earnings.						
Taxes	123	135	152	155	170	158
Interest	80	80	80	80	80	80
Net income	*304	278	34	*207	122	*373
Total surplus account	*42	*26	7	*200	*77	*450

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 7,480	$ 7,480	$ 7,480	$ 7,480	$ 7,480
Cost of equipment	4,500	4,500	4,500	4,500	4,500
Cash		34			
Profit and loss (deficit)	26		200	77	450
Total	$12,006	$12,013	$12,180	$12,057	$12,430
LIABILITIES.					
Capital stock	$ 9,500	$ 9,500	$ 9,500	$ 9,500	$ 9,500
Funded debt	2,000	2,000	2,000	2,000	2,000
Interest	33	73	73	80	80
Loans	111				
Open accounts	362	433	607	477	850
Profit and loss (surplus)		7			
Total	$12,006	$12,013	$12,180	$12,057	$12,430

Plant and Equipment.—Length of track (cable), 956 ft.; 2 cable cars.

Officers.—Pres J. W. Lane, V. Pres. F. D. Peet, Sec. & Treas. A. C. Dailey.

Directors.—J. W. Lane, Bensonhurst, L. I.; Edw. Cromwell, Glen Cove, L. I.; J. M. Oldrin, F. D. Peet, A. C. Dailey, Sea Cliff, L. I.

General Office, Sea Cliff Hotel, Sea Cliff, L. I.

Date of information, Dec., 1900. b

SEARCY, ARK.

Population, in 1880, 840, in 1890, 1,203, in 1900, 1,995.

Searcy & Des Arc Railroad Co.—This line is operated from Searcy to Des Arc, 25 miles by steam, and from Kensett to West Point by mules.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 28.5; operated by steam, 25, by horse, 3.5; gauge, 4 ft. 8½ in.; 22 lb. and 35 lb. T rail; 2 horses, 2 cars; Porter engines.

Officers.—Pres. Geo. C. Griffith, Sec. T. B. Paschall, Treas. E. A. Robbins, Gen. Agt. G. H. Pilkington, Gen. Man. & Pur. Agt. John T. Hicks, Ch. Engr. J. M. Finley.

Date of information Feb., 1901. z

SEATTLE, WASH.

Population in 1880, 3,533, in 1890, 42,837, in 1900, 80,671.

Seattle Electric Co.—Franchise granted Mar., 1900, for 35 years. This company has been incorporated under the laws of the State of Washington, to own, lease, build and operate street railways and electric lighting and power plants.

In Mar., 1901, this company operated the following companies:

Seattle Traction Co.
James Street Construction Co.
West Street & North End Electric Ry. Co.
Madison Street Cable Ry. Co.
First Avenue Cable Ry. Co.
Third Street & Suburban Ry. Co.
Union Trunk Line.
Grant Street Electric Ry. Co.
Consumers' Electric Co.
Seattle Steam Heat & Power Co.
Union Electric Co.
Green Lake Street Ry. Co.
North Seattle Cable Ry. Co.

Capital Stock.—Common stock, authorized, $5,000,000; issued, $4,875,000, par value $100, per share.

Preferred stock, authorized and issued, $1,250,000, 6 p. c. non-cumulative.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000; issued, $4,142,000; held in treasury for further acquisitions and improvements, $858,000; dated Mar. 1, 1900, due 1930; int. payable at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

The bonds of the constituent companies have been cancelled and there remain no underlying liens to the first mortgage bonds of the new company, which operates about 70 miles of railway and, in addition, the properties of the lighting and power plants named.

Plant and Equipment.—Miles of track, 66; electric, 52, cable, 14; gauge, 4 ft. 8½ in.; 45 to 70 lb. rail; 112 motor cars, 35 grip cars and 30 trail cars.

Officers.—Pres. Jacob Furth, V. Pres. H. B. Sawyer, Sec. Geo. Donworth, Treas. W. C. Forbes, Gen. Man. Geo. W. Dickinson, Asst. Sec. E. Wadsworth, Asst. Treas. F. Dabney.

Directors.—M. H. Young, C. J. Smith, Thomas Burke, F. K. Struve, Maurice McMicken, of Seattle; E. S. Webster, C. A. Stone, W. C. Forbes, of Boston, Mass.

General Office, 815 Second Ave., Seattle.

Date of information, Feb. 1901. z

Seattle Traction Co.—Chartered in Dec., 1896, as the successor to the Seattle Consolidated Street Ry. Co., whose property was sold under foreclosure of mortgage. This company leased on Feb. 20, 1896, the property of the Green Lake Electric Ry. Co., on consideration of the payment of taxes. This company is now controlled by the Seattle Electric Co.

Capital Stock, authorized, $1,000,000, outstanding, $350,000.

Franchises.—The company owns municipal franchises which were granted in 1895 and expire in 1945.

References.—Franchise, Vol. IX, Jan., '93, p. 51; description of road, Vol. IX, May, '93, p. 314 (ill.). Rainier Ry. & Power Co.—Reorganization, Vol. XI, Mar., '95, p. 183.

Date of information, Feb., 1901. z

Green Lake Electric Railway Co.—Chartered Oct. 10, 1889. Leased to Seattle Traction Co., and is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

West Street & North End Electric Railway Co.—Franchises granted in 1889 and 1890 for 25 years. Annual meeting first Monday in Feb. This company is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

Grant Street Electric Railway Co.—Chartered in Feb., 1891, for 50 years. Municipal franchise granted in Feb., 1892, for 50 years. Annual meeting in Feb. This company is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

Madison Street Cable Railway Co.—Chartered Sept. 17, 1889. This company controls the South Seattle Cable Ry. Co. and is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

Union Trunk Line.—Chartered June, 1890. Annual meeting in Dec. This company is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

First Avenue Cable Railway Co.—This company is a reorganization of the Front St. Cable Ry., and leases the North Seattle Cable Ry. Co. This company is now controlled by the Seattle Electric Co.

Plant and Equipment.—Miles of track (cable), 5.5; gauge, 4 ft. 8¾ in.; 40 lb. girder rail; 14 grip cars; Frick-Corliss engines, Hammond, St. Louis and Woodman cars.

Officers.—Pres. V. M. H. Hecht, V. Pres. & Gen. Man. O. D. Colvin, Sec. & Treas. Fred'k. A. Struve.

General Office, Front St. Power House, Seattle, Wash.

Date of information, Feb., 1901. z

Third Street & Suburban Railway Co.—Chartered Feb. 11, 1895, for 50 years. Municipal franchise granted in Feb., 1892, for 25 years. Annual meeting third Saturday in Aug. This company is a successor to the Rainier Ry. & Power Co., and is now controlled by the Seattle Electric Co.

Date of information, Feb., 1901. z

Seattle & Renton Railway Co.—Chartered in Dec., 1896, in perpetuity. Municipal franchise granted, 1891, for 25 years. This company has absorbed the Seattle & Rainier Beach Ry. Co., which owned municipal franchises, dated 1890, for 25 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 per cent. gold coupon bonds authorized, $150,000, issued, $65,000, in treasury, $85,000 (see Note); dated June 1, 1899, due 1914; denom. $1,000; int. payable June and Dec., at the office of the State Street Trust Co., of Boston, Mass., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements to 75 p. c. of actual cost, and may be called at 105 and accrued interest.

OPERATION.—Year ending Dec. 31,	1898.	1899.	1900.
Receipts from passengers	$21,166	$25,959	$32,795
" " other sources	6,468	7,739	8,170
" total	27,634	33,698	40,965
Operating expenses	18,848	18,989	23,553
Earnings from operation	8,786	14,709	17,412
Deductions from earnings.			
Interest		1,475	2,977
Taxes		499	730
New equipments, etc		7,814	7,628
Net income		5,921	6,077
P. c. operating expenses to total receipts		56.3	57.5

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 56 lb. rails; 26 cars, of which 8 are motor cars, 3 trail cars and 15 freight cars; Gen. Elec. dynamos and motors, Brill and Northern cars, Brill trucks.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. F. H. Osgood, V. Pres. Herman Chapin, Sec. W. A. Peters, Treas. Boston National Bank, Supt. & Elecn. D. W. Brown.

DIRECTORS.—F. H. Osgood, H. Chapin, W. A. Peters.

GENERAL OFFICE, Seattle, Wash.

REFERENCES.—Description of road (brief), Vol. IX, May, '93, p. 316; description of balance weights, Vol. VII, Apr., '91, p. 170.

Date of information, Mar., 1901. z

Seattle City Railway Co.—In Feb., 1901, this property was still in the hands of receiver, no reorganization plans having been accepted. It is reported that Seattle Electric Co. interests are negotiating for control. The road has practically been rebuilt since receiver was appointed. In Mar., 1901, A. F. Haas was appointed to succeed W. A. Underwood as receiver.

CAPITAL STOCK, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $600,000, issued, $441,000; dated Oct. 1, 1890, due 1910.

PLANT AND EQUIPMENT.—Miles of track (cable), 5; gauge, 3 ft.; 16 lb. T rail; 27 cars, of which 12 are grip cars and 15 trail cars.

OFFICER.—Receiver, Gen. Man. & Pur. Agt. A. F. Haas.

BONDHOLDERS' COMMITTEE.—Winthrop Smith, J. W. Longstreth, Philadelphia, Pa.; Albert Stone, Boston, Mass.

GENERAL OFFICE, Power House, Yesler Way, Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, Mar., 1901. x

SEDALIA, MO.

Population in 1880, 9,561, in 1890, 15,231, in 1900, 18,234.

Sedalia Electric & Railway Co.—This company is a reorganization of the Electric Railway, Light & Power Co. of Sedalia, which was chartered Dec. 31, 1889, for 50 years. Municipal franchises granted in Jan., 1890, for 50 years. Annual meeting second Tuesday in Feb. In addition to its railway, this company owns a lighting plant and has a contract for lighting the city of Sedalia for 5 years from 1899. The Sedalia & Brown Springs Electric Ry. Co. has been consolidated with this company. On Feb. 16, 1900, this property was placed in the hands of receivers, and on Mar. 15, 1901, was sold at foreclosure sale to a committee of the bondholders, who will organize a new company without delay.

The report following is that of the old company before foreclosure.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First consolidated 5 p. c. gold bonds, authorized, $400,000, issued, $140,000; dated Nov. 1, 1898, due 1938; denom. $1,000; coupon, but may be registered; int. payable May and Nov.; at office of United States Mortgage & Trust Co., trustee.

Electric Ry., Light & Power Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated Aug. 1, 1892, due 1912; int. payable Feb. and Aug., at office of Fourth Nat'l Bank, of New York City; trustee of mortgage, Kansas Loan & Trust Co., of Topeka, Kan.

Sedalia & Brown Springs Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $80,000, issued, $50,000; dated Dec. 1, 1894, due 1914.

NOTE.—The first mortgage bonds may be called for payment on any interest day after 1897 at 4 p. c. premium, and on any interest day after 1907 at 30 days' notice. By the terms of the mortgage, 5 p.c. of the whole loan is to be passed to a sinking fund after 1901, for the final redemption of the bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 29; gauge, 4 ft. 8½ in.; 35 lb. T rail; 15 cars, of which 10 are motor cars and 5 trail cars; Buckeye & Phœnix engines, Gen. Elec. and Sprague dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Recvrs. Henry C. Flower and Wm. F. Waller, Pres. S. H. G. Stewart, V. Pres. J. C. Van Riper, Sec. A. C. Zimmerman, Treas. C. H. Reeve, Supt. R. B. Hammer.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 290.

GENERAL OFFICE, 117 E. 3rd St., Sedalia, Mo.

Date of information, Apr., 1901. z

SELMA, ALA.

Population in 1880, 7,529, in 1890, 7,626, in 1900, 8,713.

Selma Street & Suburban Railway Co.—Chartered Dec. 3, 1866.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse and steam), 6; gauge, 4 ft. 8½ in.; 20 lb. and 35 lb. T rail; 15 horses; 11 cars, of which 7 are horse cars and 4 dummy cars; 1 dummy.

OFFICERS.—Pres. S. H. Marsh, Sec. Treas. & Gen. Man. R. H. McFaddin.

GENERAL OFFICE, Union Depot, Broad St., Selma, Ala.

Date of information, Mar., 1901. z

SHAMOKIN, PA.

Population in 1880, 8,184, in 1900, 18,202.

Shamokin & Edgewood Electric Railway Co.—Chartered May 26, 1900, as a reorganization of the Shamokin Street Ry. Co., which was chartered July 24, 1889, for 99 years. In 1897 the road was so hampered by litigation that several times it was proposed to abandon the property, a condition which continued until the spring of 1898 when a partial reorganization was effected. During 1898, 1899 and part of 1900 street paving kept the roadway so obstructed that comparatively little business could be done during the Park season, and in May, 1900, the company was thoroughly reorganized.

CAPITAL STOCK, authorized, $60,000, par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, issued, $60,000; int. payable at office of Guarantee Trust & Safe Deposit Co., of Shamokin, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,	1896.	1897.	1899.	1900.
Receipts from passengers	$12,009	$11,484	$ 9,338	$13,027
" other sources	9,506		9,695	145
" total	21,515	11,484	19,033	13,172
Operating expenses	16,116	10,115	33,578	11,756
Earnings from operation	5,399	1,369	*14,545	1,416
Deductions from earnings.				
Interest	1,500	1,125	750	1,000
Taxes			62	5
Other deductions		175	80	
Net income				411

* Deficit.

DIVIDENDS.—In 1893, 2 p. c.; in 1896, 4 p. c.

This company made no operating report for the year ending June 30, 1898.

BALANCE SHEET.—Dated June 30, ASSETS.	1899.	1900.
Cost of road	$40,483	$47,000
" equipment	22,165	13,000
Franchises		60,000
Bonds of other companies	789	
Cash		988
Total	$63,437	$120,988
LIABILITIES.		
Capital stock	$26,700	$60,000
Funded debt	21,300	60,000
Accrued interest		250
Accounts payable	15,437	
Profit and loss (surplus)		738
Total	$63,437	$120,988

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 5 ft. 2 in.; 35 lb. and 48½ lb. T and girder rail; 9 motor cars; Harrisburg engines, Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Monroe H. Kulp, Sec. & Treas. D. C. Kaseman, Supt. Jerome Reed.

DIRECTORS.—Monroe H. Kulp, G. Gilbert Kulp, D. C. Kaseman, H. W. Shuman, W. J. Wiest, Jerome Reed.

General Office, 609 E. Sunbury St., Shamokin, Pa.

Reference.—Pleasure park, Vol. XIII, May '97, p. 292.

Date of information, Mar., 1901. z

Shamokin & Mt. Carmel Electric Railway Co.—Chartered Oct., 1892, for 999 years. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $500,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Dec., 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, of Philadelphia, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$56,120	$56,313	$46,103	$41,540	$44,565
" other sources	105	1,434	1,070	400	353
" total	56,225	57,747	47,173	41,940	44,918
Operating expenses	25,552	27,924	27,209	26,509	27,727
Earnings from operation	30,673	29,823	19,964	15,431	17,191
Deductions from earnings.					
Interest	24,250	26,250	32,500	30,000	30,000
Taxes	1,825	2,210	2,758	593	518
Rentals, insurance, etc.	590	1,693	2,060	2,390	1,357
Net income	4,009	*330	*17,354	*17,552	*14,694

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Road, equip. and franchise	$1,030,000	$1,033,523	$1,039,523	$1,041,134
Material on hand	1,500	1,500	1,500	1,278
Office fixtures, etc	2,350	2,350	2,350	2,350
Cash balance	1,186	1,131	168	1,436
Other assets	6,750	6,000	1,754	1,611
Profit and loss (deficit)	3,392	15,829	31,228	45,913
Total	$1,045,178	$1,060,333	$1,076,523	$1,093,722
LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Funded debt	500,000	500,000	500,000	500,000
Accrued interest	2,250	19,000	47,500	77,500
Other liabilities	39,250	41,333	29,023	16,222
Profit and loss (surplus)	3,678			
Total	$1,045,178	$1,060,333	$1,076,523	$1,093,722

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 58 lb. 60 lb. and 70 lb. T and girder rail; 22 motor cars, of which 10 are closed cars and 12 open cars; Allis engines, Gen. Elec. dynamos and motors, Brill & St. Louis cars, Brill, Peckham and St. Louis trucks.

Officers.—Pres. & Gen. Man. G. M Smith, V. Pres. David Rebstock, Sec. H. S. Snavely, Treas. C. Smith, Supt. & Elecn. Wm. P. Marr.

Directors.—H. S. Snavely, Lancaster; J. L. Stehman, I. G. Erb, Lititz; C. F. King, Pottsville; Thos. M. Righter, Mt. Carmel, Martin Markle, Shamokin; Morris Williams, Willkesbarre.

General Office, McConnell-McWilliams Bldg., Shamokin, Pa.

Date of information, Mar., 1901. b

SHARON, PA.

Population in 1880, 5,684, in 1900, 8,916.

Youngstown-Sharon Railway & Light Co.— Incorporated under the laws of New Jersey Dec. 5, 1900, as a consolidation of the electric railways and lighting plants in Sharon, Pa., and Youngstown, O., and to construct an electric railway connecting the two cities. On Feb. 15, 1901, 17 miles of new road was under construction and 5 miles of the Valley St. Ry. was being entirely rebuilt.

Capital Stock, authorized and issued, $2,500,000, par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,000,000; dated Jan. 1, 1901, due 1931; denom. $1,000; coupon, but may be registered, subject to call on any interest date at 115; sinking fund, commencing 1906, 1 p. c. annually to 1916, 1½ p. c. annually thereafter; int. payable Jan. and July, at office of New York Security & Trust Co., trustee.

The following securities were deposited with trustee by the company as security on the mortgage.

	STOCK.	BONDS.
Sharon Gas & Water Co	$52,500	$50,000
Sharpsville Electric Light Co	12,000	12,000
Shenango Valley Electric light Co	10.000	10,000
Youngstown Consolidated Gas & Electric Co	955,000	545,000
Valley St. Ry. Co., Sharon, Pa	117,000	94,000
Youngstown & Sharon St. Ry. Co	600,000	600,000
Sharon & Wheatland St. Ry. Co	50,000	50,000

Officers.—Pres. A. M. Hyatt, V. Pres. H. W. Whipple, Sec. Leighton Calkins, Treas. Osborn W. Bright.

General Office, Youngstown, O.

Date of information, Feb., 1901. x

The Valley Street Railway Co.—Chartered Mar. 4, 1895, as a successor to the Shenango Valley Street Ry. Co., which was bought by the company at sheriff's sale on Mar. 4, 1895. Annual meeting second Thursday in May. This company's road is now a part of the railway system of the Youngstown-Sharon Railway & Light Co.

Capital Stock, authorized and issued, $150,000; par value, $50. per share.

Funded Debt.—Shenango Valley Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated Nov. 1, 1892, due 1912; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Shenango Valley Street Ry. Co.'s second mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated July 1, 1894, due 1914; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Plant and Equipment—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 47 lb. T and girder rail; 6 motor cars, Phœnix engines, Gen. Elec. dynamos and motors, New Castle cars.

Officers.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery.

Directors.—H. A. Whipple, W. L. Wallis, M. A. Norris, R. Montgomery, Alex. McDowell.

Date of information, Feb., 1901. z

Sharon & Wheatland Street Railway Co.—This company's properties, still under construction, are owned and operated by the Youngstown-Sharon Ry. & Light Co.

Capital Stock, $50,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, issued $50,000; int. payable at office of New York Security & Trust Co., trustee.

Officers.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. R. Montgomery.

Date of information, Mar., 1901. z

SHEBOYGAN, WIS.

Population in 1880, 7,314; in 1890, 16,359, in 1900, 22,962.

Sheboygan Light, Power & Railway Co.—Chartered June, 1895. Municipal franchises granted 1885 and 1895. Annual meeting first Monday in July. This company is a consolidation of the Sheboygan City Ry. Co. and the Electric Lighting Co., and now operates an extension of 6 miles to Sheboygan Falls.

Capital Stock, authorized, $200,000, issued, $141,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized $400,000, issued, $265,000; int. payable Apr. & Oct. at office of Mercantile Trust Co., New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 5 horses, 11 motor cars and 12 trail cars; 300 K. W. station plant; West.and Weisel & Vilter engines, Walker motors, Gen. Elec. and Walker dynamos, Brill and Laclede cars; McGuire trucks.

Officers.—Pres. G. B. Mattoon, V. Pres. & Man. J. M. Saemann, Sec. E. L. Debell, Treas. F. I. Saemann, Supt. C. F. Bacon, Ch. Engr. of Power Station E. J. Zufelt, Elecn. H. J. Pogel, Jr.

Directors—G. B. Mattoon, J. M. Saemann, F. I. Saemann, E. L. Debell, H. E. Thomas.

General Office, 428 North 8th St., Sheboygan, Wis.

Reference.—Description of parks (brief), Vol. XIII, Mar. '97, p. 152.

Date of information, Feb., 1901. z

SHELBURNE FALLS, MASS.

Population in 1880, 1,621, in 1890, 1,553, in 1900, 1,508.

Shelburne Falls & Colrain Street Railway Co.—This road commenced operation Nov. 2, 1896. Annual meeting third Tuesday in Oct.

Capital Stock, authorized and issued, $50,000.

Funded Debt.—First mortgage 6 p. c. bonds $50,000, dated 1896, due 1916. Bonds may be called at option of the company after Sept. 1, 1901.

Operation.—	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.		
		1898.	1899.	1900.
Receipts from passengers	$ 7,143	$ 6,885	$ 7,179	$ 7,047
" " other sources.	3,990	4,873	5,717	5,899
" total	11,134	11,758	12,896	12,946
Operating expenses	9,237	8,013	7,872	8,672
Earnings from operation	1,896	3,745	5,024	4,274

Deductions from earnings.	1897.	1898.	1899.	1900.
Interest on funded debt.	2,404	2,893	2,990	3,000
" " floating debt.	191	468	468	433
Taxes..................	210	295	233	245
Other deductions..........		117		
To surplus account.........	*909	*28	1,333	596
Total surplus..............	*909	*936	396	991

*Deficit.

OPERATING EXPENSES.

	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	1900.
General expenses...........	$1,463	$ 864	$ 620	$1,186
Maintenance of way & bdgs.	1,373	1,354	1,329	938
" " equipment.	359	352	344	471
Transportation expenses...	9,043	5,443	5,579	6,077
Total..................	$9,237	$8,013	$7,872	$8,672

STATISTICS OF TRAFFIC.

	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	1900.
Passengers carried.........	148,312	158,988	162,598	159,997
Car miles run..............	26,466	30,361	30,887	30,887
Total rec'pts p. car mile run.	$.421	$.387	$.417	$.419
Operating exp. per car mile.	.349	.264	.255	.280

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.........	$45,944	$ 68,976	$ 70,226	$ 70,755	$707,755
" " equipment...		10,176	10,275	10,687	10,687
Land and buildings..	8,542	25,487	25,780	26,013	26,555
Cash & current assets	6,759	838	584	640	838
Other assets.........		728	683	769	784
Profit & loss (deficit)..		909	936		
Total...........	$61,245	$107,115	$108,484	$108,864	$109,619
LIABILITIES.					
Capital stock........	$50,000	$50,000	$50,000	$50,000	$50,000
Funded debt..........		41,600	49,700	50,000	50,000
Loans & bills payable	11,200	15,296	8,100	7,838	8,020
Accrued interest.....	45	220	684	630	662
Profit & loss (surplus)				396	991
Total...........	$61,245	$107,115	$108,484	$108,864	$109,619

Plant and Equipment.—Miles of track (electric), 7; 2 closed and 2 open motor cars and 2 trail cars.

Officers.—Pres. C. A. Marcy, V. Pres. F. J. Canedy, Sec. Edwin Baker, Treas. F. E. Merrick, Supt. H. B. Upton.

Directors.—F. J. Canedy, Edwin Baker, F. L. Davenport, Herbert Newell, J. C. Wood, Lorenzo Griswold, Chas. A. Marcy.

General Office, Shelburne, Falls, Mass.

Date of information, Jan., 1901. b

SHELTON, CONN.

Population in 1880, 1,352, in 1890, 1,952, in 1900, 2,837.

Shelton Street Railway Co.—Chartered Nov. 12, 1895. The capital stock of this company is now controlled by the United Gas Improvement Co. of Philadelphia, through the Connecticut Ry. & Lighting Co.

Capital Stock, authorized and issued, $75,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $177,000; due Oct. 1, 1926; denom. $1,000; int. payable Apr. and Oct.

Operation.—	Year ending Sept 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.
Total receipts........	$4,937	$4,135	$6,305	$31,657
Operating expenses...	3,667	2,813	5,262	17,924
Earnings from oper...	$1,270	$1,322	$1,043	$13,733
Taxes............		120		2,105
Interest..........				140
Net income..........		1,202		11,488

STATISTICS OF TRAFFIC.

Year ending June 30, 1900.	
Passengers carried..	700,413
Car miles run...	170,368
Total receipts per car mile...............................	$.185
Operating expenses per car mile...........................	.152

Balance Sheet.—Dated ASSETS.	Sept. 30, 1897.	June 30, 1898.	1899.	1900.
Cost of road.................	$48,211	$49,567	$88,520	$284,709
" equipment...........	6,982	6,982	13,674	
Cash.........................	376	5,932	15,895	6,427
Accounts receivable..........	21	892	11	2,518
Other assets.................	25,433	15,000	51,864	
Total....................	$81,023	$78,373	$169,964	$293,654
LIABILITIES.				
Capital stock................	$75,000	$75,000	$75,000	$75,000
Funded debt..................				177,000
Accounts payable.............	4,503	652	39,518	26,892
Accrued liabilities..........				9,175
Contractors account..........			3,582	
Profit and loss (surplus)......	1,520	2,721	51,864	5,587
Total.....................	$ 81,023	$78,373	$169,964	$293,654

Plant and Equipment.—Miles of track (electric), 11.67; 70 lb. rail; 5 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. A. M. Young, V. Pres. Randal Morgan, Sec. H. G. Runkle, Treas. Lewis Lellie, Gen. Man. Walton Clark, Supt. J. E. Sewell, Waterbury.

Directors.—Allen W. Paige, Bridgeport. Conn.; A. M. Young, M. J. Warner Branford, H. G. Runkle, Plainfield, N. J.; Randal Morgan, Philadelphia.

General Office, Derby, Conn. Executive office, 100 Broadway, N. Y. City.

Date of information, Feb., 1901. b

SHENANDOAH, PA.

Population in 1880, 10,147, in 1890, 15,944, in 1900, 20,321.

Shenandoah Electric Street Railway Co.—This road is now in course of construction.

Contemplated Plant and Equipment.—Miles of track (electric), 6.5; 8 cars.

Officers.—Pres. Hamilton Godfrey, Reading, Pa.; Sec. M. H. Reutschler, Ringtown, Pa.; Treas. J. W. Johnson, Shenandoah, Pa.

Date of information, Feb., 1901. z

SHERBROOKE, QUE.

Population in 1900, 12,300.

Sherbrooke Street Railway Co.—Chartered in 1895, in perpetuity. Municipal franchise granted in 1896, for 30 years. Annual meeting first Monday in Dec. This road commenced operation Nov. 1, 1897, and runs to Lenoxville.

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Canadian Gen. Elec. dynamos and motors; Rhodes & Curry cars; Peckham trucks; water power.

Officers.—Pres. & Gen. Man. John W. Burke, V. Pres. P. W. Clement, Sec. & Treas. F. J. Griffith, Supt. & Elecn. R. R. Smith,

Directors.—J. W. Burke, P. W. Clement, Edgar Harding, S. L. Clough, William Morris, F. J. Griffith, H. Dudley Smith.

President's Office, 45 Broadway, New York City; Secretary's Office, Sherbrooke, Que.

Date of information, Feb., 1901. z

SHERMAN, TEX.

Population in 1880, 6,093, in 1890, 7,335, in 1900, 10,243.

Denison & Sherman Railway Co.—Chartered Aug. 27, 1900, for 50 years. Franchises in Sherman and Denison granted in May, 1900, for 50 years. Annual meeting first Tuesday in Feb. This company is a consolidation of the Denison Street & Electric R. R. Co., the Sherman City Street R. R. Co., and the College Hills & Park Line Co., and will build an interurban road between Denison and Sherman which will be placed in operation Apr. 1, 1901.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $300,000; dated Dec. 26, 1900, due Jan. 1, 1931; denom. $1,000; coupon, but may be registered; subject to call on three months' notice at 105 after 1911; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 15, local, 5, interurban, 10; gauge, 4 ft. 8½ in.; 70 lb. T rail; 9 motor cars, 11 trail cars, 1 dummy; 700 h. p. station plant; Allis engines, West. generators and motors, Jewett, Laclede and Brownell cars, Peckham trucks.

Officers.—Pres. & Treas. J. P. Crerer, V. Pres. John Crerer, Sec. & Gen. Man. Frederick H. Fitch, Ch. Engr. Oscar Knowles.

Directors.—J. P. Crerer, Fred'k H. Fitch, A. G. Moseley, G. L. Blackford, C. S. Cobb, Denison; Thomas Randolph, J. W. Blake, Sherman; John Crerer, John E. Owens, Chicago, Ill.

General Office, Denison, Texas.

Power Station, midway on line between Denison & Sherman.

Date of information, Feb., 1901. z

SHREVEPORT, LA.

Population in 1880, 8,009, in 1890, 11,979, in 1900, 16,013.

Shreveport City Railroad Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 11 motor cars, 7 trail cars; Ide and Taylor engines, 200 H. P., Gen. Elec. and T. & H. generators, Gen. Elec. and West. motors, American cars, Baltimore trucks.

OFFICERS.—Pres. W. B. Jacobs, V. Pres. M. L. Scovell, Sec. W. T. Crawford, Treas. W. J. Bayersdorffer, Gen. Man. L. M. Levinson, Elecn. R. A. Smith.

GENERAL OFFICE, Market St., Shreveport, La.

Date of information, Mar., 1901. z

SING SING, N. Y.

[NAME OF CITY CHANGED TO OSSINING, MAR., 1901.]

Population in 1880, 6,578, in 1890, 9,352, in 1900, 7,939.

Ossining Electric Railway Co.—Chartered Apr. 30, 1892. This company is a consolidation on Mar. 3, 1893, of the Ossining Street Ry. Co. and the Ossining Street Electric Ry. Co. Annual meeting second Monday in Apr. This company was placed in the hands of a receiver, Nov. 1, 1897.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $100,000; dated June 15, 1893, due 1913; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.....	$20,716	$19,738	$18,977	$18,486	$19,583
" other sources..	460	281	175	258	100
" total..........	21,176	20,019	19,152	18,744	19,683
Operating expenses.....	20,356	19,223	17,458	19,232	19,171
Earnings from operation	820	796	1,694	*488	512
Deduc. from earnings.					
Interest on bonds...	6,000	6,000	6,000	6,000	6,000
Taxes..............	730	800	800	202	725
Net deficit............	5,910	6,003	5,106	6,690	6,213
Total deficit...........	5,910	3	5,109	11,799	18,012
P. c. op. exp. to total rec	96.2	96.0	91.1	102.6	

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue passengers carried......	360,684	464,493	344,534	389,035
Car miles run....................	153,300	153,300	153,300	153,300
Total receipts per car mile........	$.131	$.125	$.122	$.128
Operating expenses per car mile..	.125	.114	.126	.125

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip..	$205,814	$205,814	$205,814	$205,814	$205,814
Cash and current assets.	871	674	1,335	387	702
Profit and loss (deficit)..	5,910	3	5,109	11,799	18,012
Total	$212,595	$206,491	$212,258	$218,000	$224,528
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt...........	100,000	100,000	100,000	100,000	100,000
Bills payable...........	6,595	491	258		
Other liabilities........	6,000	6,000	12,000	18,000	24,528
Total	$212,595	$206,491	$212,258	$218,000	$224,528

PLANT AND EQUIPMENT.—Miles of track (electric), 2.6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars and 4 trail cars, 1 snow plow; Ball & Wood and McI. & S. engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Receiver John V. Cockroft, Gen. Man. & Pur. Agt. Jay Champlain, Elecn. James Kay, Ch. Engr. of Power Station Wm. Atkins.

DIRECTORS.—Sumner R. Stone, John P. Truesdell, John V. Cockcroft, Abram S. Underhill, S. McGonegal, Samuel E. Tompkins, E. T. Cockcroft, H. G. Wolcott.

GENERAL OFFICE, Sing Sing, N. Y.

Date of information, Mar., 1901. b z

SIOUX CITY, IA.

Population in 1880, 7,366, in 1900, 33,111.

Sioux City Traction Co.—Organized in May, 1894, to purchase and operate the Sioux City Street Ry. Co. (chartered 1883), sold under foreclosure of mortgage. Annual meeting second Thursday in Sept. On May 15, 1899, this company absorbed the Riverside Park Ry. Co., the Sioux City & Leeds Electric Ry. Co., Central Traction Co., the South Sioux City Traction Co., and the Sioux City Transit Co., being all the street railway companies operating in Sioux City.

CAPITAL STOCK, authorized, $1,200,000; issued, $1,100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July at the offices of the Bank of Montreal, trustee of mortgage, in Montreal, Chicago or New York.

NOTE.—The new securities mentioned above will be used for purchasing the new lines above mentioned, in paying off the floating debt of the company and in making improvements, $100,000 to be applied to the latter item.

OPERATION.—Period of eleven months ending Apr. 30, 1900.

Gross receipts	$169,391
Operating expenses, including taxes and insurance.........	96,534
Earnings from operation	$72,857

PLANT AND EQUIPMENT.—Miles of track (electric), 40.5; 79 cars, of which 49 are motor cars and 30 trail cars; 1,200 H. P. station plant; Allis and Sioux City engines; West. dynamos; West. Gen. Elec. and Sprague motors.

OFFICERS.—Pres. J. S. Lawrence, V. Pres. & Treas. Abel Anderson, Sec. J. H. Ricker, Gen. Man. E. L. Kirk, Supt. E. O. Holmes, Ch. Engr. M. W. Lake, M. Mech. C. M. Feist.

DIRECTORS.—J. S. Lawrence, Abel Anderson, John P. Allison, J. W. DeC. O'Grady, J. S. Goodwin.

GENERAL OFFICE AND POWER STATION, 3d and Water Sts., Sioux City, Ia.

REFERENCES.—Description of road, Vol. IX, Mar., '93, p. 157 (ill.); construction (brief), Vol. XII, July, '96, p. 410; operating detail, Vol. XIV, Apr., '98, p. 195; description of road, Vol. XIV, Aug., '98, p. 439.

Date of information, Mar., 1901. z

SIOUX FALLS, S. DAK.

Population in 1880, 2,164, in 1890, 10,177, in 1900, 10,266.

City Street Railway Co.—Chartered Mar. 22, 1887. In May, 1899, this property was purchased by a syndicate of eastern men and the entire capital stock and bonds are in possession of Theron Davis of New York City. Operation of the road was suspended Jan. 2, 1901, pending decision in litigation with the city over its franchise.

PLANT AND EQUIPMENT.—Miles of track (horse), 9; gauge, 4 ft., 8½ in.; 30 lb. rail; 40 horses, 6 horse cars.

OFFICERS.—Pres. R. F. Pettigrew, V. Pres. L. T. Dunning, Sec. & Treas. S. L. Tate, Supt. Theron Davis.

GENERAL OFFICE, Sioux Falls, S. Dak.; New York Office, 52 Broadway.

Date of information, Mar., 1901. z

SKOWHEGAN, ME.

Population in 1880, 3,860, in 1890, 5,068, in 1900, 4,266.

Skowhegan & Norridgewock Railway & Power Co.—Chartered Aug. 28, 1894.

CAPITAL STOCK, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1894, due 1914.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$6,496	$4,88	$5,012	$4,055	$3,013
Operating expenses..........	4,276	4 823	5,207	4,665	2,523
Earnings from operation.....	2,220	59	*195	*610	490
Deductions from earnings.					
Interest....................	2,880		3,050	3,054	3,120
Taxes.....................	34	54	10	52	57
Surplus......................	*694	5	*3,255	*3,716	*2,687
Total deficit................	534	529	3,784	7,500	10,187

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried..........	59,836	48,836	91,029	72,442	55,254
Car miles run................	37,605	34,944	38,479	35,650	21,560
Gross receipts per car mile..	$.173	$.140	$.130	$.114	$.140
Operating exp. per car mile..	.115	.138	.135	.131	.117

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road & equip.	$ 58.000	$ 58.000	$ 58,000	$ 58,000	$ 58,000
Other per. invest...			1,469	1,746	2,012
Cash..............		500	430		578
Bills & accts receiv.			56		
Material & supplies.	850	1,000	1,000	800	850
Profit & loss (deficit)	41,150	40,500	53,255	57,465	59,371
Total..........	$100,000	$100,000	$114,210	$118,011	$120,811

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50 000	$ 50,000
Funded debt.......	50,000	50,000	50,000	50 000	50,000
Bills & acc. payable			2,200	3,000	2,800
Accrued taxes.....			10	11	11
Matured interest. ..			12,000	15,000	18,000
Total.........	$100,000	$100,000	$114,210	$118,011	$120,811

PLANT AND EQUIPMENT.—Miles of track (electric), 5.85; gauge, 4 ft. 8½ in.; 50 lb. T rail; 5 motor cars; West. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. R. W. Brown, Sec. Turner Buswell, Treas., Supt. & Pur. Agt. C. J. Abbey.

DIRECTORS.—R. W. Brown, A. F. Gerald, L. C. Emery, J. P. Clark, A. H. Weston.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1901. z

Somerset Traction Co.—Chartered in 1895 in perpetuity. This road commenced operation on June 6, 1896.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued $75,000; dated May 1, 1896, due 1926; denom. $1,000; int. payable at office of Second National Bank, of Skowhegan, Me., trustees of mortgage, R. B. Shepherd, J. O. Smith, T. H. Anderson.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Total receipts....................	$9,997	$12,356	$12,976	$13,638
Operating expenses..............	5,177	7,083	9,985	10,788
Earnings from operation.........	4 820	5,273	2,991	2,850
Deductions from earnings.				
Interest............................		1,603	878	1,307
Taxes.........................	57	77	190	226
Other deductions............				4,707
Net income.......................	4,763	3,593	1,923	*3,390
Total surplus....................	$5,369	$8,962	10,885	6,495

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried................	90,253	92.384	117,448	108,506
Car miles run......................	69,021	77,371	80,610	79,116
Total receipts per car mile.........	$.145	$.159	$.161	$.172
Operating expenses per car mile. ..	.075	.091	.123	.136

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.
Cost of road....................	$66,942	$72,986	$72,986	$82,986
" " equipment..............	13,570	14,056	14,056	22,000
Other permanent invests........	8,778	8,878	19,770	16,637
Bills and accts. receivable........	1,251	1,326	529	
Total......................	$90,540	$97,246	$107,341	$121,623
LIABILITIES.				
Capital stock.....................		$30,000	30,000	$29,800
Funded debt.....................	$75,000			75,000
Loans and bills payable..........	10,114	58,284	66,456	16,823
Taxes accrued and not due......	57			
Profit and loss (surplus).........	5,369	8,962	10,885	
Total......................	$90,540	$97,246	$107,341	$121,623

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; 200 H. P. station plant; Gen. Elec. dynamos and motors, Briggs cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. F. W. Briggs, Sec. Edith S. Shepherd, Treas. J. O. Smith, Elecn. C. H. Jacobs.

DIRECTORS.—F. W. Briggs, J. O. Smith, J. P. Oak, A. G. Blunt, S. W. Gould, L. Anderson, T. H. Anderson.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1901. z

SOUDERTON, PA.

Population in 1900, 750.

Inland Traction Co.—Chartered Oct. 14, 1898, for 999 years. Annual meeting second Monday in Jan. This company was organized to operate an electric railway from Allentown to Souderton, and began operation about May 1, 1900.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Sept. 4, 1899, due Sept. 1, 1929; denom. $500 and $1,000; int. payable at office of Lehigh Valley Trust & Safe Deposit Co., of Allentown, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 5 ft. 2½ in.; 76 lb. Girder rail; 12 motor cars; 1,100 H. P. station plant; West. generators and motors, Lamokin and Brill cars, Brill trucks.

OFFICERS.—Pres. Hugh E. Crilly, Sec. Treas. & Gen. Man. Francis J. Crilly, Ch. Engr. Morris Deckert, Telford, Pa.; Elecn E. J. Alexander.

DIRECTORS.—Hugh E. Crilly, E. H. Pascoe, Allentown; F. J. Crilly, J. B. Alderfer, Souderton; C. F. Heckler, Quakertown.

GENERAL OFFICE AND POWER STATION, Souderton, Pa.

EXECUTIVE OFFICE, Commonwealth Bldg., Allentown, Pa.

Date of information, Feb., 1901. z

SOUTH BEND, IND.

Population in 1880, 13,280, in 1890, 21,819, in 1900, 35,999.

Indiana Railway Co.—This company was organized Mar. 15, 1899, by the consolidation of the South Bend Street Ry. Co., the Indiana Electric Ry. Co., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. Co. and the Elkhart, Goshen & Southern Ry. Co. Franchise perpetual in South Bend, Mishawaka and Goshen, and expires 1926 in Elkhart. This company operates all local electric lines in, and an interurban line between the above named cities.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, outstanding, $900,000; coupon, but may be registered, dated Jan. 1, 1900, due 1930; denom. $1,000; sinking fund, $10,000 per annum, begins Jan., 1905; int. payable at office of Girard Trust Co., of Philadelphia, Pa., or at office of Standard Trust Co,, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 41.3; gauge, 4 ft. 8½ in.; 70 lb. T rail; 65 motor cars, 3 power stations, Buckeye and Corliss engines, Gen. Elec. generators, West. motors.

OFFICERS.—Pres. Arthur Kennedy, V. Pres. & Gen. Man. J. McM. Smith, Sec. & Treas. James B. McCance.

DIRECTORS.—Arthur Kennedy, Pittsburgh, Pa.; J. McM. Smith, Walter Lyon, James B. McCance, W. L. Stonex.

GENERAL OFFICE, South Bend, Ind.

Date of information, Mar., 1901. z

SOUTHBRIDGE, MASS.

Population in 1880, 6,464, in 1890, 7,655, in 1900, 10,025.

Southbridge & Sturbridge Street Railway Co.—This company commenced operation on Aug. 28, 1896.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000, dated Jan. 1, 1897, due 1917; denom. $500; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment after 5 years, and at a price of 103 and accrued interest.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Total receipts....................	$25,149	$28,531	$30,507	$31,063
Operating expenses..............	17,663	19,062	20,342	21,165
Earnings from operation.........	7,486	9,469	10,164	9,898
Deductions from earnings.				
Interest on funded debt......	750	2,625	3,000	3,000
" " floating debt.......	1,880	230	280	491
Taxes.........................	350	974	968	1,208
Other deductions.............	866	3,041	3,588	4,070
Net income.......................	3,640	2,598	2,328	1,129
Dividends paid...................	1,200	3,000	2,400	2,400
Surplus.........................	2,440	*402	*72	*1,270
Total surplus.....................	4,881	4,099	4,027	2,463

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses.................	$ 3,544	$ 3,179	$ 2,561	$ 2,447
Maintenance of ways and bldgs...	745	635	1,842	1,297
" " equipment........	581	786	1,042	1,626
Transportation expenses.........	12,793	14,462	14,897	15,795
Total.......................	$17,663	$19,062	$20,342	$21,165

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried..............	501,765	552,586	581,461	588,529
Car miles run....................	130,856	149,588	144,298	149,870
Total receipts per car mile........	$.192	$.186	$.211	$.207
Operating expenses per car mile..	.135	.127	.141	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road..................	$ 89,789	$ 90,897	$ 91,034	$ 91,034
" equipment............	18,572	19,431	21,584	22,012
Other permanent invests.....	8,574	14,542	18,342	18,600
Cash..........................	71	999	250	157
Other assets..................	1,501	1,980	2,067	2,706
Total...................	$118,506	$127,849	$133,277	$134,509

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	50,000	60,000	60,000	60,000
Loans and bills payable	3,000	3,000	8,500	11,000
Accrued liabilities	625	750	750	1,046
Profit and loss (surplus)	4,881	4,099	4,027	2,463
Total	$118,506	$127,849	$133,277	$134,509

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 65 lb. rail; 11 motor cars; Gen. Elec. dynamos and motors, Laconia cars, Bemis trucks.

OFFICERS.—Pres. C. D. Paige, Sec. J. M. Cockran, Treas. Gen. Man. & Pur. Agt. F. L. Chapin, Supt. Herbert H. Morse, M. Mech. & Elecn. W. Adams.

DIRECTORS.—C. D. Paige, Hiram C. Wells, F. L. Chapin, G. W. Wells, T. T. Robinson, Henry C. Cady, Albert H. Wheeler.

GENERAL OFFICE, Southbridge, Mass.

Date of information, Mar., 1901. z

Worcester & Southbridge Street Railway Co.—This company is the successor of the Southbridge & Charlton Depot Street Ry. Co., whose franchise expired. The new company propose to place the road in operation by Aug. 1, 1900.

CAPITAL STOCK, authorized, $90,000.

GENERAL OFFICE, Southbridge, Mass.

Date of information, Mar., 1901. z

SPARTANBURG, S. C.

Spartanburg Railway, Gas & Electric Co.—This company has constructed an electric railway from Spartanburg to Glendale, which was placed in operation about Nov. 1, 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; 750 H. P. engine, Laclede cars, Lorain trucks.

OFFICERS.—Pres. & Treas. F. D. McEwen, Sec. P. H. Gadsden, Audr. F. C. Stedman, Man. Supt. & Elecn. J. C. Norcross, Ch. Engr. E. N. Gibbon.

GENERAL OFFICE, 41 Morgan Sq., Spartanburg, S. C.

Date of information, Feb., 1901. d

SPOKANE, WASH.

Population in 1880, 350, in 1890, 19,922, in 1900, 36,948.

Washington Water Power Co.—Chartered 1888 for 50 years. This company owns the entire capital stock, and guarantees the bonds of the Spokane Street Ry. Co., the Arlington Heights Motor Ry. Co., the Spokane Electric Ry. Co., the Spokane Cable Ry. Co., the Ross Park Street Ry. Co., and leases the property of the Arlington Heights Motor Ry. Co. This company also operates an extensive electric lighting and power plant.

CAPITAL STOCK, authorized, $2,000,000, issued, $1,875,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,600,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable at office of the Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage.

OPERATION.—Year ending Dec., 31,	1899.	1900.
Receipts from passengers	$154,966	$221,767
" " light and power	242,188	282,139
" total	397,154	503,906
Operating expenses	227,833	301,236
Earnings from operation	169,321	202,670
Interest on bonds	75,293	70,523
" " floating debt	504	497
Net income	93,523	122,650
Dividends paid	14,972	44,916
To surplus account	78,551	77,734

PLANT AND EQUIPMENT.—Miles of track (electric), 33.3; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T rail; 40 motor cars; 5,300 H. P. station plant, Smith & Victor water wheels, Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. H. M. Richards, V. Pres. J. D. Sherwood, Sec. & Gen. Man. D. L. Huntington, Treas. H. E. Perks, Supt. Rys. L. R. Notbohm.

DIRECTORS.—J. D. Sherwood, D. L. Huntington, H. M. Richards Frank Lyman, A. B. Campbell. J. P. M. Richards, C. G. Reeder, J. N. Glover, S. E. Huntington.

REFERENCES.—Description of road (brief), Vol. VII, Aug., '91, p. 409; Vol. IX, Apr., '93, p. 153 (ill.); description of snow plow, Vol. XI, Mar., '95, p. 150 (ill.); description of water power plant, Vol. IX, June, '93, p. 364 (ill.); Spokane St. Ry. Co.; operating detail, Vol. XIV, Apr., '98, p. 195.

GENERAL OFFICE, Spokane, Wash.

Date of information Mar., 1901. z

SPRINGFIELD, ILL.

Population in 1880, 19,743, in 1900, 34,159.

Springfield Consolidated Railway Co.—This is a consolidation of the Springfield City Ry. Co. and the People's Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $418,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Columbia Trust Co., of Louisville, Ky., trustee of mortgage.

People's Electric Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Apr. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, C. A. Helme.

Springfield City Ry. Co.'s first mortgage 6 p. c. coupon bonds, $125,000; dated Mar. 1, 1890, due 1910; but subject to call at 105 after Mar. 1, 1895; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 50 cars, of which 46 are motor cars and 4 trail cars; Bates-Corliss engines, Gen. Elec. dynamos, Gen. Elec., Detroit and Walker motors.

OFFICERS.—Pres. William Jarvis, V. Pres. B. Wilson, Sec. P. B. Warren, Treas. & Gen. Man. C. K. Minary, Supt. F. P. McNeil.

GENERAL OFFICE, Monroe St., Springfield, Ill.

Date of information, Mar., 1901. z

SPRINGFIELD, MASS.

Population in 1880, 33,340, in 1890, 44,179, in 1900, 62,059.

Springfield Street Railway Co.—Chartered May 5, 1868. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $1,458,400; par value, $100 per share.

Funded Debt, $500,000. 12–15 year bonds, dated Apr. 1, 1895, $25,000 each, $300,000, redeemable at option of the company in five years; 8–20 year bonds, dated Apr. 1, 1896, $25,000 each, $200,000, redeemable at option of the company in 15 years.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers	$515,923	$548,758	$577,800	$620,062	$680,063
" other sources	5,750	5,555	5,250	5,969	5,987
" total	521,673	554,312	583,050	626,031	686,050
Operating expenses	321,586	402,725	430,399	433,489	479,846
Earnings from operat'n.	200,088	151,587	152,651	192,542	206,204
Deduct. from earnings.					
Interest charges	26,484	27,476	30,532	24,519	26,945
Taxes	21,947	25,899	26,914	47,291	49,299
Net income	151,656	98,212	95,205	120,732	129,960
Dividends paid, 8 p. c.	80,000	93,336	93,336	116,672	116,672
To surplus account	71,656	4,876	1,869	4,060	13,288
Total surplus account	156,791	165,442	263,161	267,221	280,509
P.c. op.exp. to tot'l rects.	61.6	72.7	73.8	69.1	69.9

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 24,075	$ 29,850	$ 31,378	$ 34,830	$ 33,062
Maint. of way and bldgs	27,149	82,441	77,397	49,195	66,989
" equipment	34,663	34,376	40,629	66,287	74,176
Transportation exps	235,698	256,058	280,995	283,177	305,619
Total	$321,586	$402,725	$430,399	$433,489	$479,846

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	10,994,699	11,611,232	12,343,452	13,746,813
Car miles run	2,747,678	3,133,475	3,334,418	3,586,242
Total receipts per car mile.	$.202	$.186	$.188	$.191
Op. expenses per car mile.	.147	.137	.130	.133

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$1,002,700	$1,088,689	$1,113,481	$1,168,062	$1,233,566
" equip.	387,557	393,746	450,652	450,652	450,652
Cash and current assets	16,836	35,395	31,508		
Other permanent invests.	495,647	550,734	628,452	703,932	714,309
Other assets		6,373	2,642	10,335	20,477
Total	$1,902,739	$2,074,937	$2,226,735	$2,332,981	$2,419,004
LIABILITIES.					
Capital stock	$1,000,000	$1,166,700	$1,458,400	$1,458,400	$1,458,400
Funded debt	500,000	500,000	500,000	500,000	500,000
Other indebt.	245,948	242,795	5,174	107,360	180,095
Profit and loss (surplus)	156,791	165,442	263,161	267,221	280,509
Total	$1,902,739	$2,074,937	$2,226,735	$2,332,981	$2,419,004

Plant and Equipment.—Miles of track (electric), 72; gauge, 4 ft. 8½ in.; 56 lb. T, 98 and 107 lb. girder rail; 189 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. John Olmsted, Clerk Jonathan Barnes, Treas. Fred'k Harris, Audr. Lucius E. Ladd, Supt. & Pur. Agt. George W. Cook.

Directors.—John Olmsted, Geo. M. Atwater, Frederick Harris, A. W. Damon, George W. Cook.

General Office, 1 Main St., Springfield, Mass.

References.—Description of road, Vol. VI, Aug., '90, p. 401; increase of stock, Vol. XI, Feb., '95, p. 124; parlor car, Vol. XII, Aug., '96, p. 492 (ill.); increase of stock, Vol. XIV, Feb.,'98, p. 84; description of road, Vol. XIV, Aug., '98, p. 415 (ill).

Date of information, Mar., 1901. b

SPRINGFIELD, MO.

Population in 1880, 6,522, in 1890, 21,050, in 1900, 23,267.

Springfield Traction Co.—Chartered in 1895, as the successor to the Metropolitan Electric Ry. Co., whose property was sold on Apr. 11, 1895, under foreclosure of mortgage, for $100,000.

CAPITAL STOCK, $400,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $330,000; dated July, 1895, due 1925; denom. $1,000; not subject to call; int. payable at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20.8; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 18 motor and 9 trail cars; West. dynamos and motors.

OFFICERS.—Pres. George W. Parker, V. Pres. A. J. Eisenmayer, Sec. C. H. Smith, Treas. J. F. G. Bentley, Supt. Seth Barham.

GENERAL OFFICE, Springfield, Mo.

Date of information, Mar., 1901. z

SPRINGFIELD, O.

Population in 1880, 20,730, in 1890, 31,895, in 1900, 38,253.

The Springfield Railway Co.—Chartered and municipal franchise granted in 1892, for 25 years. Annual meeting first Thursday in Sept. This company is a consolidation of the Springfield Electric Street Ry. Co. and the Citizens' Street Ry. Co. In June, 1899, this company was purchased by the American Railways Co. of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $500,000; dated Jan. 1, 1893, due 1933; denom. $1,000; int. payable Jan. and July at First National Bank of Springfield, O.

Second mortgage 5 p. c. income bonds, authorized, $150,000, issued, $93,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft.; 60 lb. girder and T rail; 35 cars, of which 30 are motor cars and 5 trail cars; Russell & Co. engines, West. dynamos, Gen. Elec. motors, Brownell, Laclede, Lamokin and St. Louis cars, McGuire and Dorner & Dutton trucks.

OFFICERS.—Pres. Oscar F. Martin, V. Pres. Henry J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. John H. Miller, Supt. Ch. Engr. & Elecn. L. O. Williams.

DIRECTORS.—Oscar T. Martin, Henry J. Crowley, Wm. F. Harrity, J. J. Sullivan, Wm. H. Shelmerdine, S. W. Pettit, J. H. Miller, G. B. Kerper, I. W. Frey, C. W. Bauer, S. L. Nelson.

GENERAL OFFICE, 44 S. Limestone St., Springfield, O.

EXECUTIVE OFFICE, 910 Real Estate Trust Bldg., Philadelphia, Pa.

Date of information, Mar., 1901. z

SPRINGFIELD, VT.

Population in 1880, 1,586, in 1890, 2,512, in 1900, 3,432.

Springfield Electric Railway Co.—This road commenced operation Aug. 4, 1897, and carries passengers and freight. The company owns the stock of the Cheshire Bridge Co., and has leased for 99 years and operates the Springfield Electric Ry. of Charlestown, N. H., about 2 miles in length, on payment of an annual rental of one dollar.

CAPITAL STOCK.—Common stock, authorized, $75,000, issued, $64,500.

Preferred stock (6 p. c. guaranteed), $29,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $100,000; dated Nov. 1, 1897, due 1917; int. payable at office of National Bank of Commonwealth of Boston, Mass.; trustee of mortgage, George C. Averill, Brattleboro, Vt.

OPERATION.—Year ending June 30, 1900.

Receipts from passengers	$11,021
" " freight	17,622
" " other sources	5,515
" total	34,158
Operating expenses	14,387
Earnings from operation	19,771
Deduction from earnings.	1900.
Interest on bonds	5,000
" " floating debt	1,706
Other deductions	8,764
Net income	4,301

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 10 motor cars. 2-225 K. W. Gen. Elec. generators, West. motors, Wason and J. & S. cars, Wason trucks, storage battery 350 amp. added in 1900.

OFFICERS.—Pres. ——————, V. Pres. Gen. Man. & Pur. Agt. Edward C. Crosby, Sec. & Treas. A. J. Crosby, Supt. M. A. Coolidge, Elecn. J. F. Hoyt.

GENERAL OFFICE, Springfield, Vt.

Date of information, Mar., 1901. z

STAMFORD, CONN.

Population in 1880, 11,297, in 1890, 15,700, in 1900, 18,839.

Stamford Street Railroad Co.—Chartered July 3, 1889, as a reorganization of the Stamford Horse R. R. Co., which was chartered Aug. 9, 1886.

CAPITAL STOCK, authorized, $100,000, issued, $92,240.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $75,000; dated 1886, due Aug. 1, 1909; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30, 1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Rec from pass... $30.139	$40,166	$48,311	$49,730	$51,535
" other sources 253	260	250	312	250
" total 30,392	40,426	48,561	50,042	51,795
Op. expenses 24,639	31,794	39,581	36,412	33,793
Earnings from op. 5,753	8,632	8,980	13,630	17,992
Deductions from earnings.				
Taxes 750	1,000	1,500	1,662	2,072
Surplus 5,003	7,632	8,480	11,968	15,920

*Deficit.

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Pass. carried	629,082	830,338	987,877	1,026,325	1,064,452
Car miles run	183,061	282,147	317,080	314,000	329,283
To. rec. p car mile	$.166	$.143	$.143	$.160	$.157
Op. ex. p car mile	.166	.134	.125	.116	.102

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1896.	1897.	1898.	June 30, 1899.	June 30, 1900.
Const. & equip.	$286,752	$368,788	$308,690	$308,747	$317,341
Special construc. lighting plant		7,596			
Mater'ls on hand	417	264	221	389	6,638
Other assets	299	105	272	503	559
Cash	2,738	871	5,991	5,973	1,515
Profit & loss(def.)	30,433	36,274	39,703	42,526	37,084
Total	$317,901	$413,900	$354,877	$358,138	$363,137
LIABILITIES.					
Capital stock	$ 92,240	$ 92,240	$ 92,240	$ 92,240	$ 92,240
Funded debt	75,000	75,000	75,000	75,000	75,000
Unfunded debt	112,500	212,000	146,927	143,837	136,244
Acc'ts payable	24,683	6,149	4,860	2,698	6,346
Other liabilities	7,470	1,490	2,504	2,478	2,220
Interest	6,008	27,021	33,646	41,885	51,087
Total	$317,901	$413,900	$354,877	$358,138	$363,137

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 horses; 18 motor cars, and 4 trail cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson, St. Louis, Brill, Laclede and Briggs cars.

OFFICERS.—Pres. N. H. Heft, V. Pres. W. W. Gillespie, Sec. & Treas. W. L. Squire, Supt. Geo. W. Peirce.

DIRECTORS.—Nathan H. Heft, Bridgeport, Conn.; William W. Gillespie, Julius B. Curtis, George H. Hoyt, Samuel Fessenden, Robert A. Fosdick, Stamford, Conn.; John M. Hall, New Haven, Conn.

GENERAL OFFICE, New Haven, Conn.

Date of information, Jan., 1901. b

STATEN ISLAND, N. Y.

Population in 1880, 38,991, in 1890, 51,693, in 1900, 67,021.

Staten Island Electric Railroad Co.—Chartered Dec. 11, 1894, as a successor to the Staten Island Belt Line R. R. Co. Annual meeting second Tuesday in December. This road was not turned over to the company by the contractors until Jan. 1, 1897.

CAPITAL STOCK, authorized and issued, $1,250,000.

Funded Debt—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,250,000; dated May 1, 1895, due 1945, denom. $1,000; int. payable June and Dec.; trustee of mortgage, Knickerbocker Trust Co.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $750,000, dated May 1, 1896, due May, 1946, denom. $1,000; int. payable May and Nov.; trustee of mortgage, Guaranty Trust Co.

Operation.—Year ending June 30,	1899.	1900.
Receipts from passengers	$204,518	$203,342
" " other sources	584	707
" " total	205,102	204,049
Operating expenses	145,434	156,273
Earnings from operation	59,668	47,776
Deduction from earnings.		
Interest	100,000	100,000
Taxes	8,372	9,779
Net income	*48,703	*62,203
To surplus account	*48,703	
Total surplus	*93,212	*155,215

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.
General expenses	$ 18,848	$ 23,192
Transportation expenses	99,241	99,729
Maintenance of way and buildings	16,045	18,238
" " equipment	11,300	15,114
Total	$145,434	$156,273

STATISTICS OF TRAFFIC.

Year ending June 30, 1900.	
Revenue passengers carried	4,066,850
Transfer " "	325,140
Car miles run	1,251,334
Gross receipts per car mile	$.163
Operating expenses per car mile	.125

Balance Sheet.—Dated	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.
ASSETS.			
Cost of road	$2,990,000	$3,149,604	$3,201,330
" equipment	145,081		
Other permanent investments	260,000	260,000	260,000
Cash and current assets	27,931	42,056	74 995
Profit and loss (deficit)	55,307	93,212	155,215
Total	$3,478,319	$3,544,872	$3,691,540
LIABILITIES.			
Capital stock	$1,250,000	$1,250,000	$1,250,000
Funded debt	2,000,000	2,000,000	2,000,000
Accrued interest	66,667	116,667	166,567
Bills and accounts payable	181,652	178,205	274,973
Total	$3,478,319	$3,544,872	$3,691,540

Plant and Equipment.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 103 motor cars; 3,00c H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

Officers.—Pres. J. H. Swinarton, V. Pres. H. W. Poor, Sec. & Treas. Wm. E. Findley (80 Broadway, New York City), Aud. T. B. Bradley, Supt. R. O. Carnahan, Ch. Engr. A. B. Proal, Jr.

Directors.—Samuel Thomas, T. F. Ryan, W. G. Oakman, J. H. Swinarton, H. H. Rogers, G. B. M. Harvey, A. B. Fletcher.

General Office, Jay St., New Brighton, S. I.

Reference.—Description of road, Vol. XII, May, '96, p. 275 (ill).

Date of information, Mar., 1901. z

Staten Island Midland Railroad Co.—This road is a consolidation of the West Brighton and Stapleton branches of the Staten Island Midland R. R. Co. and the Prohibition Park Electric R. R. Co. The motive power has been changed to electricity, and the road extended to St. George, to Richmond, to Midland Beach, and Bergen Point Ferry. This company operates the lines of the Staten Island Traction Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt —First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Jan. 2, 1896, due 1926; denom. $1,000; int. payable Jan. and July at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,	1899.	1900.
Receipts from passengers	$133,777	$137,157
" " other sources	1,871	2,188
" total	135,648	139,345
Operating expenses	101,466	86,948
Earnings from operation	34,182	52,397
Deductions from earnings.	1899.	1900.
Interest	50,000	55,563
Taxes	1,207	3,179
Net income	*17,025	*6,345
To surplus account	*17,025	
Total surplus account	*42,206	*49,318

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Revenue passengers carried	2,750,608	2,806,006
Transfer " "	930,586	311,969
Car miles run	1,112,414	961,610
Total receipts per car mile	$.1339	$1449
Operating expenses per car mile	.1002	.0904

Balance Sheet.—Dated	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.
ASSETS.			
Cost of road and equipment	$1,979,488	$2,000,489	$2,018,007
Open accounts	79,870	154,261	155,003
Bills receivable	6,407	409	1,583
Material and supplies	3,788	5,085	2,957
Profit and loss (deficit)		42,206	49,318
Total	$2,069,553	$2,202,450	$2,226,868
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000.000
Funded debt	1,000,000	1,000,000	1,000,000
Accounts payable	51,898	202,450	173,507
Bills payable	1,689		53,361
Cash	2,270		
Profit and loss (surplus)	13,696		
Total	$2,069,553	$2,202,450	$2,226,868

Plant and Equipment.—Miles of track (electric), 28.6; gauge, 4 ft. 8½ in.; 65 lb. and 70 lb. girder and T rail; 68 motor cars; 1,350 H. P. station plant; Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. & Gen. Man. Robert Wetherill, Chester, Pa.; Sec. H. T. Walter, Treas. Rich'd Wetherill, Chester, Pa.; Supt. Transportation W. J. Smith, Supt. Maintenance P. Turner, Ch. Engr. F. O'Malley.

Directors.—Robert Wetherill, Richard Wetherill, James H. Garthwaite, Chester, Pa.; A. F. Dawson, Ridley Park, Pa.; A. G. Paine, M. M. Armstrong, H. T. Walter, N. Y. City.

General Office, Stapleton, S. I.

Date of information, Mar., 1901. z

STAUNTON, VA.

Population in 1880, 6,664, in 1890, 6,975, in 1895, in 1900, 7,289.

Staunton Light and Power Company.—Chartered in 1898 for 30 years. This company is a consolidation of the City Street Car Co., the City Gas Co. and the Augusta Electric Co.

Capital Stock, authorized, $300,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T and girder rail; 2 horses; 10 motor cars; Harrisburg and Ideal engines, Gen. Elec. dynamos and motors, St. Louis and Jackson & Sharp cars; Peckham trucks.

Officers.—Pres. Henry Marquand, V. Pres. Sec. Gen. Man. & Pur. Agt. R. D. Apperson, Treas. L. C. Harris.

General Office, 120 W. Main St., Staunton, Va.

Date of information, Feb., 1901. z

STEUBENVILLE, O.

Population in 1880, 12,093, in 1890, 13,394, in 1900, 14,349.

Steubenville Traction Co.—Chartered 1894, as a successor to the Steubenville Street Ry. Co., which defaulted on its bonds in 1893. Municipal franchise granted in 1896 for 25 years.

Capital Stock, authorized, $100,000, issued, $25,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Buckeye engines, Gen. Elec. dynamos, West. motors, Stephenson cars, McGuire trucks.

Officers.—Pres. John C. Lowry, Sec. W. McD. Miller. Treas. M. W. Stroud, Gen. Man. J. F. Flood.

Directors.—John C. Lowry, W. McD. Miller, M. W. Stroud, D. J. Sinclair, R. G. Richards.

General Office, Steubenville, O.

Date of information, Feb., 1901. z

STILLWATER, N. Y.

Population in 1880, 4,162, in 1890, 3,868, in 1900, 4,989.

Stillwater & Mechanicsville Street Railway Co.—Chartered Nov. 13, 1882. Annual meeting second Friday in July. This road commenced operating by electricity in Dec., 1895.

Capital Stock, authorized, $250,000, issued, $195,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $60,000; outstanding July 1, 1899, $48,500; dated Apr. 1, 1893, due 1913; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. bonds authorized, $250,000, issued, $158,500, dated Apr. 1, 1898, due 1913; int. payable Apr. and Oct.

$11,500 of the first mortgage bonds have been cancelled during the fiscal year 1898–9, and a corresponding amount of the consolidated bonds have been issued.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$10,811	$12,890	$15,374	$38,913	$52,455
Operating expenses	7,856	7,702	9,086	20,852	30,570
Earn'gs from oper	2,955	5,188	6,288	18,061	21,885
Deduc. from ern'gs	2,756	4,186	5,361	11,934	14,579
Net income	199	1,002	927	6,127	7,306
Dividends					3,769
To surplus acct	199	1,002	927	6,127	3,537
Total surplus acc't	*512	490	1,417	7,344	10,881

* Deficit.

OPERATING EXPENSES.

Year ending June 30.	1896.	1897.	1898.	1899.	1900.
General expenses	$1,357	$1,590	$1,845	$ 3,605	$ 5,640
Transportation expenses	5,675	4,974	5,528	13,297	15,863
Maint. of way and build'gs.	561	867	1,261	2,096	4,115
" " equipment.	264	271	452	1,854	4,952
Total	$7,856	$7,702	$9,086	$20,852	$30,570

STATISTICS OF TRAFFIC.

Year ending June, 30,	1897.	1898.	1899.	1900.
Revenue passengers carried	141,976	194,756	340,399	459,549
Car miles run	89,233	110,746	212,246	287,427
Total receipts per car mile	$.144	$.138	$.136	$.186
Operating expenses per car mile.	.086	.082	.098	.106

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$120,838	$126,226	$292,127	$415,104	$428,661
Cash and current assets.	924	4,287	390	1,075	2,122
Stock held in trust			83,000		
Bonds held in trust			38,000		
Profit and loss (deficit)		512			
Total	$122,274	$130,514	$413,517	$416,179	$430,783
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$188,000	$188,000	$195,000
Funded debt	60,000	60,000	198,000	200,000	207,000
Bills payable		8,966			
Other liabilities	2,274	1,057	26,100	20,835	17,902
Pro. and loss (surplus)		490	1,417	7,344	10,881
Total	$122,274	$130,514	$413,517	$416,179	$430,783

Plant and Equipment.—Miles of track (electric), 13.35, gauge, 4 ft. 8½ in.; 60 lb. to 75 lb. T and girder rail; 18 motor cars and 5 freight cars, 2 snow plows; West. dynamos and motors, Jones cars.

Officers.—Pres. J. A. Powers, Sec. & Treas. A. W. Powers, Supt. John Mahoney.

Directors.—A. W. Powers, J. A. Powers, Lansingburgh; Ben. B. Smith, H. O. Bailey, Mechanicsville; Henry Newland, W. L. Denison, S. F. Wood, Stillwater; A. B. Colvin, Glen Falls; J. T Christie, Troy.

General Office, Mechanicsville, N. Y.

Reference.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; description of road (brief), Vol. XV, Sept., '99, p. 607.

Date of information, Mar., 1901. b z

STOCKTON, CAL.

Population in 1880, 10,282, in 1890, 14,424, in 1900, 17,506.

Stockton Electric Railway Co.

Capital Stock, $500,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 3 ft. 6 in.; 45 lb. side bearing and T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. and West. dynamos and motors, Stockton cars.

Officers.—Pres. J. Fyfe, Sec. H. J. Corcoran, Treas. E. R. Hedges, Supt. & Pur. Agt. W. H. E. Leffler, Elecn. James Hooper.

General Office, 606 North California St.

Date of information, Jan., 1901. z

STONEHAM, MASS.

Population in 1880, 4,890, in 1890, 6,155, in 1900, 6,197.

Mystic Valley Street Railway Co.—This company commenced operation May 7, 1896. On October 1, 1898, the Arlington & Winchester St. Ry. Co. was consolidated with this company, which on Dec. 31, 1899, was consolidated with the Wakefield & Stoneham St. Ry. Co., which on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co., the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $90,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, $60,000; dated Jan. 1, 1899, due 1919.

Operation.—Year ending Sept. 30,	1897.	1898.	1899.
Gross receipts	$9,691	$13,579	$33,929
Operating expenses	8,179	11,088	23,880
Earnings from operation	1,512	2,491	10,049
Deductions from earnings.			
Interest	901	1,298	4,450
Taxes	461	471	1,661
Net income	150	722	3,938
Total surplus account	843	1,565	5,869

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$1,573	$ 1,558	$ 3,858
Maintenance of way and buildings	651	1,062	3,083
" " equipment	572	895	1,221
Transportation expenses	5,384	7,573	15,718
Total	$8,179	$11,088	$23,880

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	188,515	270,029	673,571
Car miles run	58,121	73,938	158,618
Gross receipts per car mile	$.166	$.183	$.214
Operating expenses per car mile	.141	.150	.150

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$49,226	$52,955	$57,380	$141,638
Cost of equipment	4,170	6,354	7,396	18,646
Other permanent investments				6,048
Cash and current assets	2,632	1,892	7,989	8,652
Total	$56,027	$61,201	$72,765	$174,984
LIABILITIES.				
Capital stock,	$40,000	$40,000	$40,000	$ 90,000
Funded debt				60,000
Current liabilities	15,334	20,358	31,200	17,690
Accrued "				1,425
Profit and loss (surplus)	693	843	1,565	5,869
Total	$56,027	$61,201	$72,765	$174,984

Plant and Equipment.—Miles of track (electric), 6.5; 7 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Elwin C. Foster, V. Pres. Patrick F. Sullivan, Treas. Chas. Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

Directors.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Wm. A. Tucker, Edwin L. Stone.

General Office, 333 Union St., Lynn, Mass.

References.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 482.

Date of information, Jan., 1901. b

STOWE, VT.

Population in 1900, 500.

Mt. Mansfield Electric Railroad Co.—Chartered Feb., 1894, to construct an electric railway to carry passengers and freight between Waterbury and Stowe, a distance of 10 miles. This company commenced operation in Feb., 1898.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; McI. & S. engines, Crocker-Wheeler dynamos, West. motors, Wason cars, Peckham trucks.

Officers.—Pres. A. H. Soden, V. Pres. P. D. Pike, Clerk, L. C. Moody, Treas. F. O. Burt, Gen. Man. F. J. Shepid, Supt. L. G. Frost, Ch. Engr. F. C. Holden.

Directors.—A. H. Soden, Charles E. Bibber, Boston, Mass.; G. E. Moody, Waterbury, Vt.; F. J. Shepard, G. K. Bartlett, Derry, N. H.; P. D. Pike, C. L. McMahon, Stowe, Vt.

General Office.—Stowe, Vt.

Date of information, Feb., 1901. d

STREATOR, ILL.

Population in 1880, 5,157, in 1890, 11,414, in 1900, 14,079.

Streator Railway Co.—Chartered in 1891, for 20 years. This road has not been operated since Nov. 1896, and was sold by receiver, Oct., 1898, to C. C. Barr, who is now sole owner, and was granted a new 35-year franchise in Feb., 1900.

PLANT AND EQUIPMENT.—Miles of track (electric) not in operation, 6.25; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 8 motor cars; A. & S. engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Owner & Gen. Man. C. C. Barr.

Date of information, Feb., 1901. z

STROUDSBURG, PA.

Population in, 1880, 1,860, in 1890, 2,419, in 1900, 3,450.

Stroudsburg Passenger Railway Co.—Chartered Feb. 14, 1868.

CAPITAL STOCK, authorized and issued, $46,404.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$7,005	$5,669	$5,242	$5,591	$6,155
Operating expenses	5,127	4,884	3,852	4,416	4,536
Earnings from operation	1,878	785	1,390	1,175	1,619
Deductions from earnings.					
Taxes		305	187	188	187
Net income		480	1,203	987	1,432
Dividends		1,383	1,283	1,383	1,383
Net deficit		903	80	396	†49

†Surplus.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$36,954	$36,954	$36,954	$36,954	$36,954
Equipment	9,450	9,450	9,450	9,450	9,450
Cash and current assets	2,922	2,125	2,144	1,821	2,240
Profit and loss (deficit)	29	903			
Total	$49,355	$49,432	$48,548	$48,225	$48,644
LIABILITIES.					
Capital stock (paid in)	$46,400	$46,100	$46,404	$46,404	$46,404
Other liabilities	196	1,206	501	573	944
Balance	3,058	1,822	1,643	1,248	1,296
Total	$49,355	$49,432	$48,548	$48,225	$48,644

PLANT AND EQUIPMENT—Miles of track (steam), 2.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 trail cars, 2 engines.

OFFICERS.—Pres. Frank H. Smith, Sec. C. B. Staples, Treas. Wm. Gunsaulis, Supt. E. F. Smith.

DIRECTORS.—Geo. C. Adams, Frank H. Smith, W. S. Shafer, I. S. Case, C. B. Staples.

REFERENCE.—Receivership, Vol. XI, Mar., '95, p. 183.

Date of information, Feb., 1901. b

SUNBURY, PA.

Population of Sunbury in 1880, 4,077, in 1890, 5,930, in 1900. 9,810; of Northumberland, 1880, 3,126, 1890, 3,192, in 1900, 3,215.

Sunbury & Northumberland Electric Railway Co.—Chartered Jan. 24, 1885, reorganized May 28, 1892, and operation recommenced with new roadbed and equipment Sept. 1, 1892. Annual meeting first Monday in May.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT.—General mortgage 6 p. c. bonds, authorized and issued, $51,500; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$12,190	$13,933	$13,732	$13,901	$15,500
" other sources	3,786	2,898	5,622	5,573	4,648
" total	15,976	16,831	19,354	19,474	20,157
Operating expenses	12,835	13,701	15,396	15,499	16,101
Earnings from operation	3,141	3,130	3,958	3,975	4,056
Deductions from earnings.					
Interest	2,264	2,362			4,611
Rentals		3,900	3,900	3,900	
Taxes	156	242	112	38	274
Net income	623	*1,012	*54	37	*829
To surplus account	202			37	
Total deficit	19,693	20,705	20,759	20,722	

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$177,191	$179,328	$195,651	$195,665	$195,665
Cash assets	453	81	370	503	223
Material and supplies	1,224	1,235	203	789	
Loss on operation					
Profit and loss (deficit)	19,693	20,705	20,759	20,722	15,706
Total	$198,561	$201,349	$216,983	$217,679	$211,594
LIABILITIES.					
Capital stock	$125,000	$125,000	$125,000	$125,000	$125,000
Funded debt	65,000	65,000	65,000	65,000	51,500
Floating debt	8,561	7,000	24,638	24,984	25,350
Other liabilities		4,349	2,335	2,695	9,744
Total	$198,561	$201,349	$216,983	$217,679	$211,594

PLANT AND EQUIPMENT.—Miles of track (electric), 3.9; gauge, 5 ft. 2½ in.; 56 lb. girder rail; 7 motor cars; Harrisburg engines, West. dynamos and motors, Stephenson and Newcastle cars.

OFFICERS.—Pres. Pierre S. du Pont, Sec. & Treas. S. P. Wolverton, Gen. Man. S. P. Wolverton, Jr., Gen. Supt. W. L. Kepling.

DIRECTORS.—Pierre S. du Pont, S. P. Wolverton, S. P. Wolverton, Jr., W. T. Forsyth, M. Withington, W. E. Boughton, W. A. Donaldson.

GENERAL OFFICE, Sunbury, Pa.

Date of information, Mar., 1901. z

SYCAMORE, ILL.

Population in 1890, 2,987, in 1900, 3,653.

Sycamore & De Kalb Electric Railway Co.—Chartered in Sept., 1899, for 50 years. This road is now in process of construction.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 4 motor cars.

OFFICERS.—Pres. E. B. Magill, V. Pres. W. H. Schott, Sec. Francis J. Pike.

GENERAL OFFICE, Sycamore, Ill.

Date of information, Jan., 1900. z

SYRACUSE, N. Y.

Population in 1880, 51,792, in 1890, 88,143, in 1900, 108,374.

Syracuse Rapid Transit Railway Co.—Chartered May 21, 1896. Annual meeting second Tuesday in December. This company is a consolidation of the Syracuse Street R. R. Co., the Syracuse Consolidated Street Ry. Co. and the People's R. R. Co., which was formerly leased to the Syracuse Street R. R. Co. On June 1, 1899, this company leased the properties of the East Side Traction Co., for the term of 99 years at a rental of $12,500 per year. These properties have been thoroughly rebuilt, and new equipment added. The company also owns the stock of the East Side Traction Co.

Capital Stock.—Common stock, authorized and issued, $2,750,000.

Preferred stock, 6 p. c. non-cumulative, authorized and issued, $1,250,000.

Funded Debt.—Total authorized, $4,000,000, as follows: First mortgage 5 p. c. gold bonds, authorized, $3,250,000, issued, $2,500,000, in escrow, $750,000; coupon, but may be registered; dated Mar. 1, 1896, due 1946; denom. $1,000; int. payable Mar. and Sept, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p.c. gold coupon bonds, authorized, $750,000; dated July 1, 1898, due 1928; denom. $1 000; int. payable Jan. & July, at office of Merchants' National Bank, Syracuse, N. Y.; trustees of mortgage, P. V. Rogers and F. W. Barker.

People's R. R. Co.'s first mortgage 5 p. c. gold bonds, $750,000, dated Jan. 1, 1891, due 1921; int. payable Jan. and July; trustees of mortgage, Publius V. Rogers and Fred W. Barker.

Operation.—This report is for the consolidated properties for the years ending June 30, preceding 1900 and includes the operation of the East Side Traction Co., from Oct. 1, 1899 to June 30, 1900.

	1896.	1897.	1898.	1899.	1900.
Recpts from passengers	$429,530	$409,479	$451,952	$481,522	$548,175
" other sources	4,350	37,448	8,660	3,880	4,228
" total	433,880	446,927	460,612	485,402	552,403
Operating expenses	320,926	268,851	251,314	286,985	319,135
Earnings from operation	112,954	178,076	208,298	198,417	233,268
Deductions from earnings.					
Interest	44,500	120,833	162,500	171,194	184,352
Taxes	6,929	11,728	14,256	19,825	22,688
Rentals					9,375
Net income	61,525	45,515	32,542	7,398	16,852
Total surplus account	37,316	15,834	48,376	*28,340	36,375

* $27,434 was charged off profit and loss account for loss on operation of East Side railway.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 19,048	$ 32,322	$ 48,933	$ 51,477
Transportation expenses	198,068	172,769	167,459	196,185
Main. of way and structures	21,130	16,104	28,299	26,518
" " equipment	30,606	30,119	42,294	44,955
Total	$268,851	$251,314	$286,985	$319,135

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue pass. carried	8,524,996	9,220,110	10,226,125	11,253,876
Transfer pass. carried			1,976,386	2,448,297
Car miles run	2,868,350	2,942,242	2,756,023	3,308,136
Total receipts per car mile.	$.156	$.156	$.176	$.167
Operating ex. per car mile.	.094	.085	.104	.096

Balance Sheet.—Dated

ASSETS.	June 30, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.
Cost of road and equip.	$7,094,266	$7,332,266	$7,403,115	$7,940,214
Other permanent invest.			533,450	34,916
Cash	26,034	70,676	30,632	18,893
Bills receivable	5,000	75,156	10,470	10,470
Open accounts	12,167		119,945	89,199
Material and supplies	430	4,623	3,657	6,830
Other assets	243,069	105,835	1,865	14,944
Total	$7,380,967	$7,588,556	$8,103,134	$8,114,566
LIABILITIES.				
Capital stock	$4,000,000	$4,000,000	$4,000,000	$4,000,000
Funded debt	3,250,000	3,250,000	3,750,000	4,000,000
Accrued interest	41,667	61,968	94,550	64,907
Loans	66,000	203,387	200,000	
Accounts payable	7,467		30,244	13,284
Accrued taxes		6,600		
Profit and loss (surplus).	15,834	66,601	28,340	36,375
Total	$7,380,967	$7,588,556	$8,103,137	$8,114,566

Plant and Equipment.—Miles of track (electric), 63.17; gauge, 4 ft. 8½ in.; 85 lb. T and 90 lb. girder rail; 168 motor cars and 15 traii cars; Aliis and Cleveland engines, Gen. Elec. and Walker dynamos and motors, Brill, Gilbert, Barney & Smith and Jones cars; Brill trucks.

Officers.—Pres. William P. Gannon, (Syracuse), V. Pres. & Gen. Man. E. G. Connette, Sec. & Treas. Theo. H. Conderman (Phila.) Auditor J. L. Luckenbach.

Directors.—W. P. Gannon, H.D.Coffinberry, L. K. McClymonds, E. G. Connette, Theo. H. Conderman, H. R. Newcomb, W. D. Walker.

General Office.—Syracuse, N. Y.

References.—Description of road, Vol. XIII, Mar.,'97, p. 129 (ill); specifications for cars, Vol. XIII, Mar., '97, p. 172, Summer theatre, Vol. XVI, Sept. 1, '00, p. 835 (ill.).

Date of information, Mar., 1901. z

East Side Traction Co.—This company is a reorganization of the Syracuse & East Side Street Railway Co., which was chartered Aug. 25, 1894, as a successor to the Syracuse, Eastwood Heights & DeWitt R. R. Co. The capital stock of this company is now owned and the property is operated by the Syracuse Rapid Transit Ry. Co.

Capital Stock.—Common stock, authorized and issued, $250,000; par value, $100 per share.

Preferred stock, $125,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated Oct. 25, 1894, due 1919; denom. $1,000; int. payable (free of tax) May and Nov., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Franchises.—Municipal franchises granted in 1890 and in 1891; were renewed in 1895 for 50 years.

Date of information, Mar., 1901. z

Syracuse & Suburban Railroad Co.—Chartered June 29, 1895. Annual meeting first Monday in July. This road runs from Syracuse, through Fayetteville and Manlius to Edwards Falls, where the company owns water power for generating electricity to operate its road. On June 15, 1898, ten miles of road were placed in operation, and the entire road was completed Oct. 1, 1898.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $400,000, issued, $372,500; dated Aug., 1897; due 1927; int. payable Feb. and Aug.

Debenture bonds 6 p. c., issued, $33,000; dated Jan. 2. 1900, due 1905; int. payable Jan. and July.

Operation.—Year ending June 30,	1899.	1900.
Gross earnings	$54,180	$62,953
Operating expenses	24,219	33,641
Earnings from operation	29,961	29,312
Deductions from earnings.		
Interest	19,816	21,971
Taxes	790	1,913
Rental	818	
Park expenses	962	732
Net income	7,575	4,696
Total surplus	8,511	13,207

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.
General expenses	$ 6,314	$10,937
Transportation expenses	13,115	18,707
Maintenance of way and buildings	3,280	1,910
" " equipment	1,510	2,087
Total	$24,219	$33,641

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried	1,119,520	1,287,226
Car miles run	308,550	344,136
Total receipts per car mile	$.175	$.183
Operating expenses per car mile	.101	.097

Balance Sheet.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$221,050	$636,649	$819,180	$849,421
Cash and current assets	506	167	4,576	7,984
Material and supplies			2,297	2,146
Total	$221,556	$636,816	$826,053	$859,551
LIABILITIES.				
Capital stock	$199,000	$400,000	$400,000	$400,000
Funded debt	10,500	203,000	310,000	405,500
Loans	578	32,879	107,542	30,401
Interest				8,600
Accounts payable				1,843
Profit and loss (surplus)	11,479	937	8,511	13,207
Total	$221,556	$636,816	$826,053	$859,551

Plant and Equipment.—Miles of track (electric), 14.31; gauge, 4 ft. 8½ in.; 13 motor cars; Gen. Elec. dynamos & motors, Jackson & Sharp cars; 700 H. P. station plant; water power and a complete steam auxiliary plant of 650 H. P. engines and 500 K. W. Gen. Elec. generator.

Officers.—Pres. Arthur Jenkins, V. Pres. & Gen. Man. Chas. E. Hubbell, Sec. & Treas. G. H. Stillwell,

Directors.—E. F. Allen. Arthur Jenkins, G. H. Stillwell, Frank W. Gridley, H. W. Plumb, Geo. C. Cotton, Thomas Hogan, John L. King, Chas. E. Hubbell, Syracuse, N. Y.; Edward Powell, Jno. G. Powell, Phila., Pa.

General Office, Syracuse, N. Y.

Date of information, Mar., 1901. z

Syracuse, Lakeside & Baldwinsville Railway.— Chartered July 16, 1896. This company was placed in full operation from Syracuse to Baldwinsville on Sept. 24, 1899, having been operated in part since 1898.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated Mar. 1, 1899, due 1949; denom. $1,000; int. payable Feb. and Aug.

Operation.—Period from July 1 to Sept. 24 from Syracuse to Long Branch only, and the entire road thereafter to June 30, 1900.

Gross receipts	$68.600
Operating expenses	40,663
Earnings from operation	27.937
Deductions from earnings.	
Taxes	1,751
Other deductions	9,230
Net income	16,956
To surplus account	16,956
Total surplus account	20,133

Balance Sheet.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$ 700,000	Capital stock	$ 500,000
" equipment	300,000	Funded Debt	500,000
Current assets	20.133	Profit and loss (surplus)	20,133
Total	$1,020,133	Total	$1,020,133

Plant and Equipment.—Miles of track (electric), 18.32; gauge, 4 ft. 8½ in.; 104 lb. girder rail; 19 motor cars and 12 trail cars, 2 snow plows; 2-400 K. W. Walker generators, 1600 H. P. Wheelock engines, West. and Gen. Elec. motors, St. Louis cars, Peckham trucks.

Officers.—Pres. & Gen. Man. W. Judson Smith, Sec. D. R. Wilson, Treas. J. S. Kaufmann, Elecn. J. Howard.

Directors.—Edward A. Powell, Jas. M. Belden, W. R. Smith, W. J. Smith, Jno. S. Kaufmann, Edward Joy, Edward N. Trump, Arthur R. Peck, H. Bartels, Jr., Louis House, Chas. M. Warner, all of Syracuse.

General Office, 200 W. Genesee St., Syracuse, N. Y.

Date of information, Mar., 1901. z

Syracuse & Oneida Lake Electric Railway Co.—Chartered May 31, 1895. Annual meeting 3d Tuesday in Jan. This road is now under survey on the Liverpool, Three Rivers & Phoenix Division, running from Syracuse to Three Rivers and Phoenix, and to South Bay and Oneida Lake.

Capital Stock, authorized, $300,000; paid in, $50,000; par value, $100 per share.

Funded Debt.—First mortgage bonds, authorized, $400,000; none yet issued.

Cost of road June 30, 1900, $3,272.

Plant and Equipment.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 72 lb. T and 90 lb. grooved rail; two 250 K. W. generators.

Officers.—Pres. W. B. Kirk, V. Pres. T. S. Meachem, Sec. & Treas. W. E. Wheaton, City Hall, Syracuse, Gen. Man. & Pur. Agt. W. J. Hart.

Directors.—W. B. Kirk, Thos. W. Meacham, E. F. Allen, C. E. Hubbell, Wm. J. Hart, W. E. Wheaton, Edwin Lodder, Jno. Dunfee.

General Office, 220 Kirk Block, Syracuse, N. Y.

Date of information, Dec., 1900. b

TACOMA, WASH.

Population in 1880, 1,098, in 1890, 36,006, in 1900, 37,714.

Tacoma Railway & Power Co.—Chartered in Feb., 1899, under the laws of the State of New Jersey, as a consolidation of the Tacoma Railways Co., the City Park Ry. Co. and the Tacoma Traction Co.

CAPITAL STOCK, authorized, $2,000,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c, gold bonds, authorized, $1,500,000, issued, $1,107,000; coupon but may be registered; dated Apr. 1, 1899, due 1929; not subject to call before maturity; int. payable Apr. and Oct. at office of Old Colony Trust Co., Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 60.61, (electric 59, cable 1.61); gauge, 3 ft. 6 in.; 40 to 60 lb. T and girder rail; 82 cars, of which 40 are motor cars, 10 trail and grip cars, and 32 freight cars; Brill, Pullman and Northern cars.

OFFICERS.—Pres. R. T. Paine 2d, Boston; V. Pres. L. H. Hale, Sec. I. N. Keeler, 44 Broad St., New York City; Treas. E. L. Carr, Boston; Gen. Man, S. Z. Mitchell, Gen. Supt. F. L. Dame, Ch. Engr, S. G. Ames, M. Mech. J. P. Covert.

GENERAL OFFICE, South 13th and A Sts., Tacoma.

EASTERN OFFICE, Ames Bldg., Boston, Mass.

Date of information, Feb., 1901. z

TAMPA, FLA.

Population in 1890, 5,532, in 1900, 15,859; population served, 22,834.

Tampa Electric Co.—This company is the successor by purchase at foreclosure sale of the Consumers' Electric Light & Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $500,000; issued, $250,000; in treasury, $250,000 (see Note); dated Jan. 1, 1900, due 1930; denom., $1,000; int. payable at office of American Loan & Trust Co., trustee of mortgage.

NOTE.—Treasury bonds may be issued for betterments and additions to 80 p. c. of cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T rail; 18 motor cars; Brill, Graham and Brownell cars; 1,400 H. P. water power.

OFFICERS.—Pres. Geo. J. Baldwin, V. Pres. P. O. Knight, Sec. E. Wadsworth, Treas. Chas. A. Stone, Gen. Man. Supt. & Pur. Agt. H. H. Hunt.

DIRECTORS.—George J. Baldwin, Peter O. Knight, H. H. Hunt, Eliot Wadsworth, M. P. Clough.

REFERENCE.—Pleasure parks, Vol. XIII, June, '97, p. 347.

Date of information, Feb., 1901. z

TARENTUM, PA.

Population in 1880, 1,245; in 1890, 4,627; in 1900, 5,472.

Tarentum Traction Passenger Railway Co.—Chartered May 20, 1890. Annual meeting second Tuesday in Jan.

Capital Stock, authorized, $100,000, issued, $50,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Oct. 1, 1895, due 1925; denom. $1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts..........	$19,860	$19,282	$19,927	$19,894	$22,591
Operating expenses....	15,962	14,632	14,147	15,283	18,345
Earnings from operation	3,898	4,650	5,780	4,611	4,246
Deductions from earnings					
Interest............		6,000	6,000	6,000	6,000
Taxes..............		381	924	544	181
Net income............		*1,731	*1,144	*1,933	*1,935

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction & equipm.	$140,224	$140,270	$140,900	$141,997	$143,226
Stock..................	422	488	630	660	410
Cash..................	12,625	10,725	9,870	9,907	9,923
Other liabilities........	1,761	1,761	1,754	1,250	1,250
Profit and loss (deficit)..		803	1,941	3,874	5,809
Total..............	$155,031	$154,046	$155,095	$157,688	$160,618
LIABILITIES.					
Capital stock..........	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt...........		100,000	100,000	100,000	100,000
Bills payable...........	1,519	1,519	1,519	1,519	1,519
Accrued interest........	1,500	1,500	2,370	4,500	7,500
Accounts payable......	1,084	1,027	1,206	1,669	1,599
Profit and loss (surplus).	928				
Total..............	$155,031	$154,046	$155,095	$157,688	$160,618

Plant and Equipment.—Miles of track (electric). 4.44; gauge, 5 ft. 2½ in.; 68 lb. girder rail; 7 motor cars; West. dynamos and motors.

Officers.—Pres. C. G. Hussey, Sec. & Supt. J. B. Crawford Treas. F. R. Dravo.

Directors.—B. F. Rafferty, C. G. Hussey, F. R. Dravo, Julian Kennedy, Pittsburgh, Pa.; J. B. Crawford, Tarentum, Pa.

General Office, Tarentum, Pa. Treasurer's office, Lewis Block, Pittsburgh, Pa.

Date of information, Feb., 1901. b

TAUNTON, MASS.

Population in 1880, 21,213, in 1890, 25,389, in 1900, 31,036.

Taunton Street Railway Co.—Chartered Feb. 12, 1870. On Aug. 3, 1900, the Providence & Taunton St. Ry. Co. was consolidated with this company which, in Oct., 1900, was itself consolidated with the Globe St. Ry. Co., of Fall River, the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $525,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $350 000; dated Jan., 1894, due 1915; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Debenture 5 p. c. bonds, $200,000; dated Mar., 1894. due 1914; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Providence & Taunton St. Ry. Co.'s 5 p. c. boods, issued, $150,000; due Sept. 1, 1918.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts..........	$85,897	$81,632	$72,083	$84,503	$107,545
Operating expenses.....	50,641	51,569	38,222	40,363	47,188
Earnings from operation.	35,256	30,064	33,861	44,140	60,357
Deductions from earnings					
Interest.............	29,901	29,425	32,369	33,909	35,879
Taxes...............	2,079	2,064	2,521	2,176	4,411
Other deductions....	1,311	1,446	3,183	5,842	16,068
Net income.............	1,965	*2,871	*4,212	2,213	3,999
To surplus account......	1,965		†	†	
Credits to profit and loss.					48,183
Total surplus account...	25,267	22,397	*6,210	*21,837	30,346

*Deficit.

†$24,394 charged off in 1898 account of track reconstruction.
17,839 " " " 1899 " " " adjustments.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses.......	$ 5,920	$ 5,774	$ 6,615	$ 8,236	$10,776
Transportation expenses	32,556	34,563	25,179	22,952	26,397
Maint'ce of way & bldgs.	5,382	4,833	3,602	5,695	4,610
" " equipm.	6,782	6,400	2,826	3,480	5,405
Total.............	$50,640	$51,569	$38,222	$40,363	$47,188

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Passengers carried..	1,595,415	1,298,276	1,269,804	1,425,664	1,902,578
Car miles run.......	340,523	341,152	383,711	364,053	411,609
Gross rec. p. car mile	$.252	$.239	$.187	$.232	$.261
Op. exp. per car mile	.149	.151	.099	.111	.114

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.......	$626,804	$626,804	$626,804	$682,911	$961,673
" equipment..	111,503	112,155	112,185	112,398	178,633
Cash and cur. assets	49,292	60,410	59,109	11,667	20,522
Other assets.......			2,655	2,518	6,007
Other perm. prop..	195,951	196,595	195,722	217,538	327,068
Profit & loss (deficit)			6,210	21,837	
Total.........	$983,550	$995,965	$1,002,685	$1,048,869	$1,493,903
LIABILITIES.					
Capital stock	$350,000	$350,000	$350,000	$350,000	$525,000
Funded debt.......	550,000	550,000	550,000	550,000	700,000
Floating debt......	58,283	73,567	102,685	142,549	210,296
Accrued liabilities..				6,320	8,261
Specific funds......					20,000
Profit & loss (surp's)	25,267	22,397			30,346
Total.........	$983,550	$995,965	$1,002,685	$1,048,869	$1,493,903

PLANT AND EQUIPMENT.—Miles of track (electric), 32.61; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 50 motor cars and 4 trail cars, 6 snow cars; McI. & S. engines, Jones and Stephenson cars.

OFFICERS.—Pres. F. S. Hall, V. Pres. & Gen. Man. Robert S. Goff, Sec. Herbert H. Read, Treas. Teresa V. Creed, Supt. Geo. F. Seibel.

DIRECTORS.—J. N. Beckley, Rochester, N. Y.; Robt. S. Goff, Herbert H. Read, Fall River, Mass.; Patrick F. Sullivan, Lowell, Mass.; Geo. A. Washburn, F. S. Hall, Edwin Tetlow, W. E. Dunbar, Jas. T. Claffy, Geo. N. Elmes, Taunton, Mass.

GENERAL OFFICE, Taunton, Mass.

REFERENCE.—Increase of stock, Vol. XI, May, '95, p. 322.

Date of information, Jan., 1901. b

Dighton, Somerset & Swansea Street Railway Co.—Chartered in 1895. On Apr. 24, 1900, this company was consolidated with the Globe St. Ry. Co. of Fall River. The capital stock of these companies being now controlled by the Massachusetts electric companies.

CAPITAL STOCK, authorized and issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $125,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	Apr. 24, 1900.
Gross receipts..................	$69,096	$61,569	$61,828	$27,301
Operating expenses..............	48,983	43,978	45,879	21,498
Earnings from operation.........	20,113	17,591	15,949	5,803
Deductions from earnings.				
Interest on funded debt........	6,250	6,250	6,250	3,542
" " unfunded debt......	4,957	1,740	1,484	1,494
Taxes...................... ..	2,049	2,049	2,413	1,642
Other deductions..............	8,976	12,355	5,632	1,601
Net income.....................	*1,940	*2,179	169	*2,476
Dividends......................	6,250	8,257		
To surplus account..............	*8,190		169	
Total surplus account...........	8,257	6,077	5,755	*9,523

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,

	1897.	1898.	1899.	Apr. 24, 1900.
General expenses................	$ 4,806	$ 5,874	$ 6,956	$ 3,710
Maintenance of way and bldgs....	2,136	2,900	3,136	1,088
" " equipment.......	4,951	3,200	2,895	2,362
Transportation expenses.........	37,090	32,004	32,892	14,338
Total.......................	$48,983	$43,978	$45,879	$21,468

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1897.	1898.	1899.	Apr. 24, 1900.
Passengers carried..............	713,011	775,266	961,675	473,558
Car miles run...................	405,062	282,591	270,928	124,925
Gross receipts per car mile........	$.170	$.217	$.228	$.219
Operating expenses per car mile..	.121	.155	.169	.172

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	Apr. 24, 1900.
Cost of road..................	$247,592	$253,429	$252,924	$255,132
" equipment............	63,385	67,764	64,353	66,335
Cash and current assets.........	16,936	22,273	13,845	15,636
Bills and accounts receivable....				
Land and buildings..............	14,320	14,320	14,320	14,320
Miscellaneous assets............	3,547	3,476	500	
Profit and loss (deficit)..........			5,755	9,523
Total.....................	$345,780	$361,262	$351,697	$360,946
LIABILITIES.				
Capital stock..................	$175,000	$175,000	$175,000	$175,000
Funded debt..................	125,000	125,000	125,000	125,000
Current liabilities...............	37,523	33,250	46,872	57,212
Other liabilities.................		21,935	4,825	3,734
Profit and loss (surplus)........,....	8,257	6,077		
Total.....................	$345,780	$361,262	$351,697	$360,946

PLANT AND EQUIPMENT.—Miles of track (electric), 18.05; 30 motor cars, 6 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. B. D. Davol, Sec. & Treas. Herbert H. Read, Gen. Man. Robt. S. Goff, Supt. George F. Seibel.

DIRECTORS.—F. W. Brightman, Geo. W. Slade, Robert S. Goff, Herbert H. Read, B. D. Davol, Fall River, Mass.; C. A. Davis, Joseph F. Davis, Somerset, Mass.; P. F. Sullivan, J. H. Goodspeed.

GENERAL OFFICE, 14 City Square, Taunton, Mass.

Date of information, Feb., 1901. b

Taunton & Brockton Street Railway Co.—This road commenced operation Sept. 4, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; dated 1897, due 1917.

OPERATION.—Year ending	Sept. 30, 1898.	Aug. 2, 1899.	Feb. 10, 1900.
Receipts from passengers..................	$48,510	$54,261	$18,572
" other sources..........................	148	54	29
Receipts total............................	48,658	54,315	18,611
Operating expenses........................	36,865	34,898	10,080
Earnings from operation...................	11,793	19,417	8,531
Deductions from earnings.			
Interest..............................	5,360	5,169	$1,749
Taxes.................................		1,905	791
Other deductions......................	1,568	3,000	4,000
Net income	4,865	9,343	1,991
Dividends paid 6 p. c....................	6,000	8,000	2,000
To surplus account........................	*1,135	1,343	*9
Total surplus............................	2,268	3,611	3,602

*Deficit

OPERATING EXPENSES.	1898.	1899.	1900.
General expenses........................	$ 2,314	$2,772	$ 1,979
Maintenance of way and buildings..........	6,212	3,988	379
" " equipment...................	4,308	3,680	1,021
Transportation expenses..................	24,031	24,458	6,701
Total...........................	$36,865	$34,898	$10,080

STATISTICS OF TRAFFIC.	1898.	1899.	1900.
Passengers carried........................	949.244	1,083,145	374.415
Car miles run...........	249,362	245,015	71,382
Gross receipts per car mile...............	$.195	$.222	$.260
Operating expenses per car mile.........	.148	.142	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS	1898.	1899.	1900.
Cost of road...........................	$180,204	$179,242	$180,444
" " equipment........................	32,715	32,715	33,375
Cash and current assets................	2 461	6,030	7,952
Total...........................	$215,380	$217,987	$221,771
LIABILITIES.			
Capital stock...........................	$100,000	$100,000	$100,000
Funded debt............................	100,000	100,000	100,000
Current liabilities........................	9,690	3,941	10,015
Other liabilities..........................	3,422	10,435	8,154
Profit and loss (surplus).................	2,268	3,611	3,602
Total...........................	$215,380	$217,987	$221,771

PLANT AND EQUIPMENT.—Miles of track (electric), 17.7; 10 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Horace B. Rogers, Sec. & Treas. Henry E. Reynolds.

Directors.—Patrick F. Sullivan, Jos. H. Goodspeed, F. B. Howard, Horace B. Rogers, Jno. P. Morse, Wm. Jones, Henry E. Reynolds.

General Office, Brocton, Mass.

Date of information, Jan., 1901. b

Providence & Taunton Street Railway Co.—Commenced operation June 25, 1898. On Aug. 3, 1900, this company was consolidated with the Taunton St. Ry. Co. The capital stock of these companies being now controlled by the Massachusetts Electric Companies.

Capital Stock, $175,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Sept. 1, 1898, due 1918; denom. $1,000; int. payable Mar. and Sept.

Operation.—June 25 to Sept. 30,	1898.	Year ending Sept. 30. 1899.	Year ending Aug. 3, 1900.
Receipts from passengers	$35,456	$61,795	$51,586
" other sources	100	300	269
" total	35,556	62,095	51,855
Operating expenses	12,856	38,586	28,057
Earnings from operation	22,700	23,509	23,798
Deductions from earnings.			
Interest	1,650	9,502	10,071
Taxes	600	2,510	2,618
Other deductions			10,000
Net income	20,450	11,497	1,109
Dividends paid		4,375	
To surplus account		7,122	
Total "		28,481	25,740

Balance Sheet.—Dated Sept. 30,			Aug. 3,
ASSETS.	1898.	1899.	1900.
Cost of road and equipment	$409,088	$316,729	$337,581
Other permanent investments		111,630	111,630
Cash and current assets	8,556	6,002	10,402
Other assets	450	2,284	3,236
Total	$418,094	$436,645	$462,849
LIABILITIES			
Capital stock	$175,000	$175,000	$175,000
Funded debt	150,000	150,000	150,000
Current liabilities	71,418	79,000	96,972
Accrued "	1,225	4,164	15,137
Profit and loss (surplus)	20,451	28,481	25,740
Total	$418,094	$436,645	$462,849

Plant and Equipment.—Miles of track (electric), 15.52; 20 motor cars.

Officers.—Pres. & Gen. Man. Robert S. Goff, V. Pres. P. F. Sullivan, Sec. & Treas. Herbert H. Read, Supt. Geo. P. Seibel, Taunton, Mass.

Directors.—Robert S. Goff, P. F. Sullivan, J. H. Goodspeed, A. B. Williams, Herbert H. Read.

General Office, Fall River, Mass.

Date of information, Jan., 1901. b

East Taunton Street Railway Co.—This company company commenced operation of part of its road Dec. 23, 1898, and its Middleboro extension is now in operation.

Capital Stock, authorized and issued, $110,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, $45,000; dated Mar. 1, 1900, due 1920; int. payable Mar. and Sept.

Operation.—Period from	Dec. 23, 1898, to Sept. 30, 1899.	Year ending Sept. 30, 1900.
Total receipts	$12,386	$21,695
Operating expenses	6,901	14,893
Earnings from operation	5,485	6,802
Deductions from earnings.		
Taxes	789	2,670
Net income	4,696	4,132
Dividends paid	2,250	2,400
To surplus account	2,446	1,732
Total surplus account		4,179

Balance Sheet.—Dated Sept. 30,		
ASSETS.	1899.	1900.
Cost of road	$86,241	$143,239
" " equipment	8,960	15,669
Other permanent investments	130	334
Cash and current assets	1,584	2,697
Total	$96,915	$161,939
LIABILITIES.		
Capital stock	$73,450	$110,000
Funded debt		45,000
Current liabilities	20,230	1,216
Accrued "	789	1,544
Profit and loss (surplus)	2,446	4,179
Total	$96,915	$161,939

Plant and Equipment.—Miles of track (electric), 10.7; gauge, 4 ft. 8½ in.; 6 motor cars; Gen. Elec. motors.

Officers.—Pres. M. A. Cavanaugh, V. Pres. T. F. Cavanaugh, Sec. & Gen. Man. Jas. P. Dunn, Treas. Joseph B. Murphy.

Directors.—M. A. Cavanaugh, T. F. Cavanaugh, J. P. Dunn, J B. Murphy, C. R. Barstow, C. R. Richmond, S. F. O'Hara.

General Office, 23 Summer St., Taunton, Mass.

Date of information, Mar., 1901. z

NEW CORPORATION.

Bristol County Street Railway Co.—Chartered Dec. 22, 1899. This company was organized to construct an electric railway from Taunton to Hebron, about 13 miles, with an extension to Attleboro, about 3 miles, and railway is now about to be placed in operation.

Capital Stock, authorized and issued, $120,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $120,000; dated Jan. 1, 1901, due 1921; denom. $1,000; coupon, but may be registered; subject to call on 30 days notice at 105 after Jan. 1, 1906; int. payable Jan. and July, at office of Federal Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. generators and motors.

Officers.—Pres. George H. Swazey, V. Pres. John H. Buttrick, Sec. & Gen. Man. Douglas A. Brooks, Treas. Chas. S. Cummings, Jr., Supt. William E. King, No. Rehoboth, Mass.

Directors.—G. H. Swazey, Jno. H. Buttrick, Chas. S. Cummings, Jr., Roger W. Babson, Harry S. Williams, Douglas A. Brooks, Edward D. Hewins.

General Office, 53 State St., Boston, Mass.

Power Station, Attleboro, Mass.

Date of information, Mar., 1901. b x

TEMPLETON, MASS.

Population in 1880, 2,789, in 1890, 2,999, in 1900, 3,489.

Templeton Street Railway Co.—This company was organized to construct an electric railway from Templeton to Gardner; since construction commenced this property has changed hands, and it is still in process of construction. In Sept., 1900, an application to increase the capital stock to $90,000 was filed with the State R. R. Commissioners.

Old Capital Stock, authorized, $50,000, issued, $25,000,

Loans and notes payable, Sept. 30, 1900, $115,000.

Officer.—Treas. B. W. Skinner, address, 248 Washington St., Boston, Mass.

General Office, East Templeton, Mass.

Date of information, Mar., 1901. b z

TERRE HAUTE, IND.

Population in 1880, 26,042, in 1890, 30,217, in 1900, 36,673.

Terre Haute Electric Co.—This company is the successor to the Terre Haute Electric Ry. Co., which was chartered June 4, 1894, in perpetuity. The company now owns and operates the entire street railway system and the entire electric lighting system of the city of Terre Haute. This company owns the properties of the Brazil Rapid Transit Co., of Brazil, Ind., and its line forms a part of the Brazil extension of this road known as the Terre Haute Interurban Electric Ry. Co., which is to be extended to Indianapolis on the old national highway.

The company owns and operates the Citizens' Electric Light & Power Co., which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute, and has a five-year contract with the city for lighting the streets and alleys, from Feb., 1900, and also owns and operates the Terre Haute Steam Heating & Power Company, which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute. This company in 1896 put in mains to heat a large section of the city.

Capital Stock.—Common stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000; dated July 1, 1899, due 1929; denom. $1,000; coupon, but may be registered; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

Plant and Equipment.—Railway Plant. Miles of track (electric), in operation, 28.5, proposed, 6; gauge, 4 ft. 8½ in.; 40 lb. and 72 lb. rail; 6 horses, 35 cars, of which 25 are motor cars and 10 are trail cars; 50 motors, 1 electric sweeper; 450 h. p. station plant; West. engines, tubular boilers, West. and Walker dynamos and motors, Brill, Pullman, and own cars.

Electric Lighting Plant. 1,400 h. p. triple expansion Willans engines, 2,240 k. w. Stanley alternators, 6 100-light Western Electric Co. arc dynamos, 2 Gen. Elec. A-120 alternators, 4 50-light T. H. and 4 30-light T. H. arc machines, 2,900 h. p. Climax, Cahall and horizontal return tubular boilers.

Steam Heating Plant. 1 mile of heavy mains supply the heart of the business and residence district of the city of Terre Haute.

Officers.—Pres. W. R. McKeen, V. Pres. J. G. McNutt, Sec. Jno. T. Beasley, Treas. G. E. Tripp, Gen. Man. C. B. Kidder, Supt. M. F. Burke, Elecn. A. Balsley, Ch. Engr. F. L. Ray.

General Office, Power Station, 118 No. 9th St., Terre Haute.

References.—Description of road, Vol. X, June, '94, p 357 (ill.); description of track, Vol. X, Nov., '94, p. 729 (ill.); pleasure parks, Vol. XIII, June, '97, p. 347.

Date of information, Jan., 1901. z

TEXARKANA, ARK.

Population in 1880, 1,390, in 1890, 3,486, in 1900, 4,914.

Texarkana Railway Co.—Charter and municipal franchise granted in 1888, for 30 years. This is a private road.

Plant and Equipment.—Miles of track (horse), 4; gauge, 4 ft.; 30 lb. T rail; 29 mules, 9 cars; St. Louis cars.

Officer.—Man. Frank Whitley.

Date of information, Feb., 1901. z

THOMPSONVILLE, CONN.

Population (including Enfield) in 1890, 4,663, in 1900, 6,699.

Enfield & Longmeadow Electric Railway Co.—Chartered Feb. 11, 1895, in perpetuity. Municipal franchise granted in 1896. Annual meeting in Oct. Operation begun Nov. 17, 1896.

Capital Stock, authorized, $125,000, issued, $116,700.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $100,000, in treasury, $50,000; dated Nov., 1896; due 1916; denom. $500 and $1,000; int. payable May and Nov., at office of New Haven Trust Co., of New Haven, trustee of mortgage.

Operation.—	10½ mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Total receipts	$22,512	$15,119	$24,143	$25,226
Operating expenses	16,61	14,527	18,772	21,996
Earnings from operation	5,899	592	5,371	3,230
Deductions from earnings.				
Interest	2,500	5,000	5,000	5,000
Taxes		1,004	947	1,013
Deficit		5,412	576	2,783

STATISTICS OF TRAFFIC.

	10½ mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Passengers carried	446,857	284,482	480,258	460,912
Car miles run	236,195	128,881	190,044	177,680
Total receipts per car mile	$.095	$.117	$.127	$.142
Op. ex. per car mile	.070	.112	.098	.124

Balance Sheet.—Dated Sept. 30, June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$216,700	$216,700	$216,700	$216,898
Materials on hand	316	198	503	766
Accts. receivable	1,077	104	301	301
Cash on hand	2,007	218	823	738
Profit and Loss (deficit)		2,131	2,423	4,893
Total	$220,100	$219,351	$220,750	$223,596
LIABILITIES.				
Capital stock	$116,700	$116,700	$116,700	$116,700
Funded debt	100,000	100,000	100,000	100,000
Bills and accounts payable		2,651	4,050	6,896
Damage ins. fund	675			
Profit and loss (surplus)	2,725			
Total	$220,100	$219,351	$220,750	$223,596

Plant and Equipment.—Miles of track (electric), 8.62; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 300 h. p. station plant; Ideal engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. Chas. E. Graham, V. Pres. Geo. T. Mathewson, Sec. & Treas. Lyman A. Upson, Supt. Pur. Agt. & Elecn. Guy L. Fairbrother, Ch. Engr. Geo. P. Thomas.

Directors.—S. Harrison Wagner, C. H. Briscoe, G. T. Matthewson, Lyman A. Upson, Chas. E. Graham, J. Warren Howard.

General Office, Main Street, Thompsonville, Conn.

Date of information, Jan., 1901. b

TIFFIN, O.

Population in 1880, 7,879, in 1890, 13,000, in 1900, 10,989.

Tiffin, Fostoria & Eastern Electric Railway Co.—This company is the successor to the Tiffin & Fostoria Electric Ry. Co., which was owned by S. B. Sneath, and is the electric railway portion of the Tiffin & Interurban Consolidated Electric Ry., which was sold at receiver's sale.

Capital Stock, authorized and issued, $175,000.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 67 lb. and 83 lb. T and girder rail; 10 motor cars; West. dynamos and motors, Brill, B. & S., Pullman and Kuhlman cars.

Officers.—Pres. S. B. Sneath, V. Pres. C. F. M. Niles, Sec. & Treas. R. D. Sneath, Supt. Ai Kaup.

General Office, Tiffin, Ohio.

Date of information, Jan., 1901. z

The Electric Railway & Power Co.—Chartered Aug. 4, 1893, for 25 years.

Capital Stock, authorized, $50,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 13 cars, of which 8 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. G. D. Loomis, V. Pres. C. J. Yingling, Sec. J. F. Bunn, Treas. B. W. Crobaugh.

General Office, Tiffin, O.

Date of information, Mar., 1901. z

TITUSVILLE, PA.

Population in 1880, 9,046, in 1890, 8,073, in 1900, 8,244.

Titusville Electric Traction Co.—Charter and municipal franchise granted in Jan., 1897, to construct an electric railway from Titusville to Hydetown, East Titusville and Pleasantville.

Capital Stock, $100,000.

Funded Debt, $34,000.

Operation.—Year ending June 30,	1899.	1900.
Gross receipts	$19,006	$23,934
Operating expenses	9,521	15,206
Earnings from operation	9,485	8,728
Taxes	88	180
Interest		6,000
Other deductions		1,835
Net income	9,397	713

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road	$82,533	$91,646
Cost of equipment	34,301	38,010
Materials and supplies	600	3,010
Cash	7,816	713
Total	$125,250	$133,379
LIABILITIES.		
Capital stock		$100,000
Funded debt	$34,000	
Loans	54,100	10,500
Accounts payable	29,331	19,823
Other liabilities		2,343
Profit and loss (surplus)	7,819	713
Total	$125,250	$133,379

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft; 8½ in.; 60 lb. and 67 lb. girder rail; 10 motor cars, 1 dummy engine. Atlas-Corliss engines, Gen. Elec. dynamos, American cars, Peckham trucks.

Officers.—Pres. M. B. Dunham, V. Pres. A. J. Hazeltine, Sec. Treas. & Gen. Man. G. H. Dunham, Ch. Engr. A. A. Robertson.

Directors.—R D. Stoeltzing, G. H. Dunham, Pleasantville, Pa.; A. J. Hazeltine, M. B. Dunham, Warren, Pa.

GENERAL OFFICE, Pleasantville, Pa.

REFERENCE.—Description of road, Vol. XV, Mar., '99, p. 140 (ill.).

Date of information, Mar., 1901. z

TOLEDO, IOWA.

Population in 1880, 1,026, in 1890, 1,836, in 1900, 1,941.

Tama & Toledo Electric Railway & Light Co.—Municipal franchise granted 1893, for 20 years. Annual meeting first Tuesday in February.

CAPITAL STOCK, authorized and issued, $80,000

FUNDED DEBT, first mortgage, 6 p. c. bonds, authorized and issued, $20,000; dated Oct. 1, 1895, due 1905; denom. $500; int. payable at office of Gloucester Safe Deposit & Trust Co., of Boston, trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 3 motor cars; Ide engines.

OFFICERS.—Pres. & Gen. Man. W. C. Walters, V. Pres. W. E. Brice, Sec., Treas., & Pur. Agt. H. A. Shanklin, Elecn. Geo. L. Thayer, Engr. R. M. Rockfort.

DIRECTORS.—W. C. Walters, W. E. Brice, A. L. Brooks, L. Clark, H. A. Shanklin.

GENERAL OFFICE, Toledo, Iowa.

Date of information, Mar., 1901. z

TOLEDO, O.

Population in 1880, 50,137, in 1890, 81,434, in 1895, 125,000, in 1900, 131,822.

Toledo Traction Co.—Chartered May, 1895. This company, on July 1, 1896, acquired by consolidation all the property, right and franchises of all the street railways in the city, and also controls the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits. The statistics of capital stock, funded debt, and plant and equipment, include the electric lighting department.

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $2,000,000.

Funded Debt.—Consolidated first mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,825,000, outstanding, $3,879,000, $1,766,000 are held in escrow (see Note), in treasury (see Note), $175,000; coupon, but may be registered; dated July 1, 1896, due 1909; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Note.—Of the new consolidated 5 p. c. mortgage bonds $1,766,000 are held to retire divisional prior lien bonds when due. The mortgage covers all the railways subject to these prior liens and is a first lien on the new Central station and other realty. The bonds are further secured by the deposit of $1,000,000, par value, of first mortgage bonds and the entire capital stock of Toledo Consolidated Electric Co.

PRIOR LIENS.

$175,000 of the consolidated first mortgage bonds are reserved in the treasury for future extensions, improvements and additions to the property, but may be issued only at the rate of 75 per cent. of the actual cost of such expenditures.

Toledo Consolidated Street Ry. Co.'s 5 p. c. mortgage bonds, $1,066,000; due July 1, 1909.

Toledo Electric Street Ry. Co.'s 5 p. c. mortgage bonds, $700,000; due Feb. 1, 1912.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$875,692	$921,168	$1,006,384	$1,125,187
Oper'g exps. and mis. charges	550,079	554,554	546,356	612,779
Net income	325.613	366,624	460,028	512,408
Fixed charges	279,893	266,140	283,119	287,005
Surplus	45,720	100,484	176.909	225,403

Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 56 lb. to 93 lb. girder rail; 273 cars, of which 234 are motor cars and 39 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

Officers.—Pres. Albion E. Lang, V. Pres. Gen. Man. & Audr. E. Watson, Sec. Barton Smith, Treas. John B. Dennis, Supt. John Collins, Elecn. E. J. Bechtel, Ch. Engr. of Power Station O. E. Olson.

Directors.—Albion E. Lang, N. B. Ream, Thomas McLean, Barton Smith, Jas. A. Blair, John B. Dennis, Rufus H. Baker, William H. McClellan, Jr., Geo. W. Hale.

General Office, cor. Monroe and Water Sts., Toledo, O.

References.—Description of road, Vol. VIII, Mar., '92, p. 137; Vol. VIII, Dec., '92. p. 746; description of power plant, Vol. VII, June, '91, p. 288 (ill.); description of emergency wagon, Vol. VIII, Feb., '92, p. 70 (ill.); description of fire in car house, Vol. VIII, Feb., '92, p. 74 (ill.); increase of stock, Vol. IX, Jan., '93, p. 65; description of casino (brief), Vol. XI, May, '95, p. 310 (ill.); operating detail, transfers, Vol. IX, Aug., '93, p. 533 (ill.); change in ownership, Vol. XII, July, '96, p. 401; description of power plant, Vol. XIII, Jan., '97, p. 9 (ill.); pleasure park, Vol. XIII, June,'97, p. 346; description and review, Vol. XVI, Feb. 3, '00, pp. 109-113 (ill.).

Date of information, Mar, 1901. z

For map of road see page 264.

Toledo, Bowling Green & Fremont Railway Co.—This company owns 25 miles of road, and in addition operates 14 miles jointly with the Toledo & Maumee Valley Ry. Co.

Capital Stock, authorized, $500,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 25; 8 motor cars; West. motors; Pullman and Barney & Smith cars; McGuire & B. & S. trucks.

Officers.—Pres. J. A. Huston, Treas. S. C. Schenck, Gen. Man. Robert E. Hamblin.

Directors.—George H. Breymann, M. I. Wilcox, R. E. Hamblin, James A. Huston, L. Black, S. C. Schenck, N. L. Hanson.

General Office, Toledo, O.

Date of information, Mar., 1901. z

Toledo & Maumee Valley Railway Co.—Chartered, Jan., 1894. This company operates jointly with the Toledo, Bowling Green & Fremont Railway Co., entering Toledo (8 miles) over the tracks of the Toledo Traction Co., under perpetual traffic agreement. In Feb., 1900, the Toledo, Maumee & Perrysbury Electric R. R. Co., was consolidated into this company.

Capital Stock, $300,000.

Plant and Equipment.—Miles of track owned (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

Officers.—Pres. A. K. Detwiler, V. Pres. G. G. Metzger, Sec. G. K. Detwiler, Treas. W. B. Taylor, Gen. Man. C. A. Denman.

General Office, 106 Summit St., Toledo, O.

Date of information, Mar., 1901. z

Toledo & Monroe Railway.—This road is now in process of construction, and it is expected that it will commence operation Apr. 1, 1901.

Capital Stock.—Common stock, $250,000; preferred stock, $200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $600,000, issued, $450,000; dated June 1, 1898, due 1918; denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., trustee of mortgage.

Contemplated Plant and Equipment.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 6 motor cars; Corliss engines, 2-400 Siemens-Halske dynamos, West. motors.

Officers.—Pres. C. A. Black, V. Pres. E. M. Fowler, Sec. A. E. T. White, Treas. Man. & Pur. Agt. J. M. Mulkey, Cons Engrs. J. G. White & Co.

General Office.—1020 Chamber of Commerce, Detroit, Mich.

Date of information, Mar., 1901. z

The Toledo Adrian & Jackson Railway.—Organized by the interests controlling the Toledo & Western Ry. Co., to construct that part of their proposed electric railway extending from Sylvania, O., the present terminus, to Adrian, Mich. It is announced that this line will be completed during the summer of 1901.

Date of information, Mar., 1901. z

The Toledo & Western Railway Co.—This company was organized to construct an electric railway from Toledo to Morenci, Mich., with an authorized extension in Ohio to the Indiana State line and from Sylvania, O., to Adrian, Mich., total, about 75 miles. In March, 1901, 8 miles of track, from West Toledo to Sylvania, was in operation and the first unit of power was duly installed.

Capital Stock, authorized, $1,800,000; par value, $100 per share.

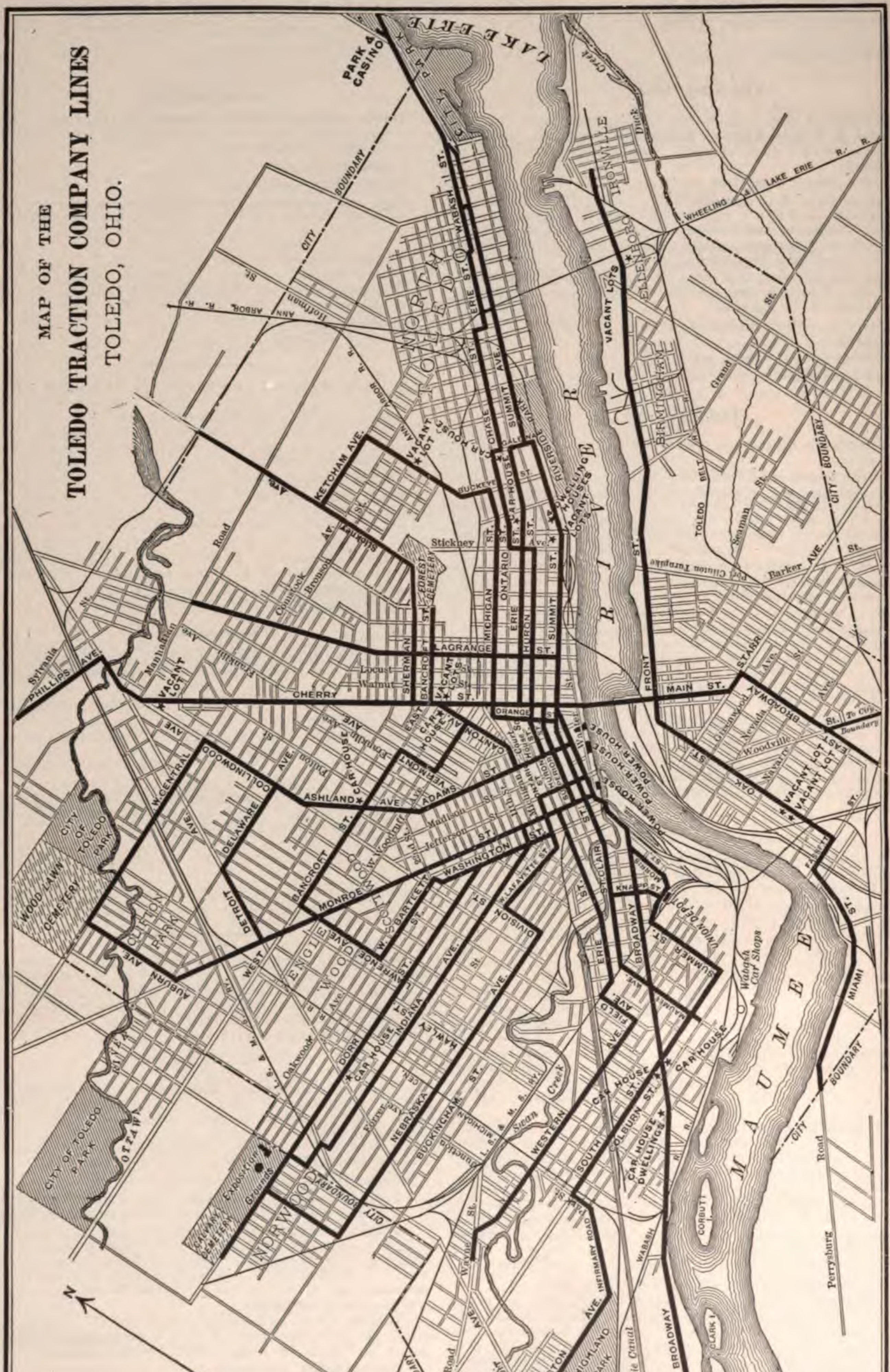
Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,250,000; to be dated May 1, 1901, due May 1, 1926; denom. $1,000.

Plant and Equipment.—Miles of track (electric) proposed, 75, in operation, 8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars and 4 freight cars; 550 K. W. Walker generator, Russell compound engine, 2-260 H. P. Sterling boilers. Contracts for additional plant and equipment have been signed and will be installed as rapidly as road construction can be completed.

Officers.—Pres. Luther Allen, Cleveland; V. Pres. J. R. Seagrave, Cleveland; Sec. Treas. & Man. F. E. Seagrave, Audr. & Pur. Agt. C. E. French, Ch. Engr. Frank T. Oakley, Elecn. F. B. Perkins.

General Office, Toledo, Ohio.

Date of information, Mar., 1901. z



MAP OF THE
TOLEDO TRACTION COMPANY LINES
TOLEDO, OHIO.

TOPEKA, KAN.

Population in 1880, 15,452; in 1890, 31,007; in 1900, 33,708.

The Topeka Railway Co.—Chartered May 1, 1892, to take over the property and franchises of the Topeka City Ry. Co. and the Topeka Rapid Transit Ry. Co.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c., bonds, authorized $1,100,000, issued, $450,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of J. Kennedy, Tod & Co., 45 Wall St., New York; trustee of mortgage, Manhattan Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 35 lb. and 52 lb. T and girder rail; 66 cars, of which 36 are motor cars and 30 trail cars; Allis engines, Gen. Elec. dynamos and motors, Laclede, St. Louis and Stephenson cars.

Officers.—Pres. & Treas. C. C. Baker, V. Pres. M. A. Low, Sec. J. G. Slonecker, Gen. Man. J. M. Patten.

Directors.—M. A. Low, J. G. Slonecker, F. G. Willard, J. M. Patten, C. S. Gleed, Chas. Blood Smith, W. H. Rossington, Howel Jones, H. C. Speer, S. T. Howe, L. C. Wasson, T. G. Kennedy, C. C. Baker.

General Manager's Office, 1112 Jackson St. President's office, 113 East 8th Ave., Topeka, Kan.

Date of information, Feb., 1901. z

TORONTO, ONT.

Population in 1880, 75,110; in 1890, 160,141; in 1896 (assessment returns), 176,858; in 1900, 250,001.

Toronto Railway Co.—Chartered June, 1892, for 30 years. This company operates the Toronto & Scarboro Elec. Ry., Light & Power Co. and the Toronto & Mimico Ry. & Light Co.

Capital Stock, authorized and issued, $6,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $35,000 per mile of single track, issued, $2,999,953, in treasury, $250,000; dated Sept. 1, 1891, due 1921; denom. $1,000 and £100; int. payable Feb. and Aug., at office of company; trustees of mortgage, Geo. A. Cox, of Toronto, and R. B. Angus, of Montreal.

Note.—$600,000 of the first mortgage bonds issued are held in escrow to retire at maturity an equal amount of the bonds of the company's predecessor, dated 1884, due in 1914, int. 6 p. c. These original bonds are not a lien upon the new construction or equipment of the new company. The company agrees to retire 5 p. c. of the outstanding bonds in 1911 and annually thereafter until maturity.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts....	$997,273	$1,077,612	$1,210,618	$1,333,542	$1,501,001
Op. exp. & taxes..	507,760	525,801	578,857	650,325	775,981
Earnings from op.	489,513	551,811	631,761	683,218	725,020
Deduc's from earn.			227,022	250,349	270,857
Net income.......	282,026	341,023	404,739	432,869	454,163
Div'ds and paving	270,000	270,000	304,000	304,000	304,000
To surplus acct...	12,026	71,023	100,739	128,869	150,163
P. c. operating exp. total receipts...	50.9	48.8	47.4	48.8	51.0

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip real estate and bldgs.	$9,690,095	$ 9,852,415	$10,089,653	$10,343,395
Accounts receivable....	19,915	20,480	19,765	28,740
Stores in hand.........	19,721	26,526	30,875	65,372
Cash	227,427	118,078	123,022	129,213
Total	$9,957,159	$10,017,499	$10,263,615	$10,566,720
LIABILITIES.				
Capital stock..........	$6,000,000	$6,000,000	$ 6,000,000	$ 6,000,000
Bonds..................	2,999,953	2,999,953	2,999,953	2,999,953
Mortgages..............				70,000
Loans on bonds in treas			100,000	200,000
Accounts payable......	62,110	69,688	97,160	84,651
Unredeemed tickets....	10,649	11,149	12,364	10,749
Uniforms..............			117	208
Injuries and damage (insurance fund)........	8,033	8,058		
Interest on bonds......	54,396	54,396	54,397	54,872
Dividend payable......	105,000	60,000	60,000	60,000
Profit and loss (surplus).	717,016	814,255	939,624	1,086,287
Total.............	$9,957,159	$10.017,499	$10,263,615	$10,566,720

The following table shows the development of the system by periods since 1880.

Year.	Miles track.	Passengers carried.	Rides per capita.
1880	19.03	2,869,664	37
1885	37.67	7,386,208	65
1890	65.35	16,310,444	94
1895	88,96	23,353,228	132
1896	89.12	23,537,911	132
1897	90.93	25,271,314	135
1898	90.83	28,710,388	144
1899	93.04	31,826,940	148
1900		36,061,867	

Plant and Equipment.—Miles of track (electric), 93; gauge, 4 ft. 10¾ in.; 70 lb. girder rail; 650 cars, of which 430 are motor cars and 220 trail cars; 7,500 H. P. station plant; A. & S. and Corliss engines, Gen. Elec. dynamos and motors, own cars.

Officers.—Pres. Wm. MacKenzie, V. Pres. Jas. Ross, Sec. & Treas. J. C. Grace, Man. E. H. Keating, Supt. J. Gunn.

Directors.—Wm. MacKenzie, James Ross, James Gunn, Geo. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn.

General Office, Toronto, Ont.

References.—Description of road, Vol. VIII, Dec., '92, p. 737; Vol. IX, Sept., '93, p. 569 (ill.); increase of bonds, Vol. IX, Mar., '93, p. 197; operating detail, transfers, Vol. IX, Dec., '93, p. 828 (ill.); report, Vol. IX, Jan., '93, p. 68; tax report, Vol. IX, Feb. '93, p. 129; annual report, Vol. X, Feb., '94, p. 146; for '92, '93, '94, Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, Souv., '95, p. 25 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608; Radial system, of Rys. for Toronto, Vol. XVI, Apr. 14, '00. p. 392.

Date of information, Mar., 1901. z

Metropolitan Street Railway Co.

Capital Stock, authorized, $1,000,000, issued, $500,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $500,000, issued, $450,000.

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 10¾ in.; 56 lb. T rail; 14 motor cars and 8 miscellaneous cars 1,000 H. P. Goldie & McCulloch engines, 1,000 K. W. Gen. Elec. dynamos and 50 H. P. motors, Jones, Pullman and St. James cars.

Officers.—Pres. C. D. Warren, Sec. & Treas. R. Jenkins, Gen. Man. & Pur. Agt. J. W. Moyes.

Post Office Address, Deer Park P. O., Ontario.

Date of information, Jan., 1901. d

TORONTO JUNCTION, ONT.

Toronto Suburban Street Railway Co., Ltd.—Chartered Feb., 1894. Annual meeting Sept. This is a consolidation of the Davenport Street Ry. Co. and the City & Suburban Electric Ry. Co. Municipal franchises granted in 1891 expire in 1911.

Capital Stock, authorized, $250,000, issued, $80,000.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 10¾ in.; 73 lb. and 56 lb. T and girder rail; 5 motor cars, 1 electric snow sweeper; Ball engines, West. dynamos and motors.

Officers.—Pres. R. Wilson Smith, V. Pres. E. P. Heaton, Sec. & Treas. S. A. A. Watt, Gen. Man. W. B. Close, Elecn. M. Harris.

Directors.—R. Wilson Smith, Frank Turner, John Torrance, E. P. Heaton, Allen Royce, R. L. McCormack.

General Office, Toronto Junction, Ont.

Date of information, Feb., 1899. z

TORRINGTON, CONN.

Population in 1880, 3,327, in 1890, 6,048, in 1900, 12,453.

Torrington & Winchester Street Railway Co.—Chartered in March, 1897. Annual meeting second Monday in Oct. This road is operated from Torrington to Winsted, 13 miles, 10 miles being built on private rights of way.

CAPITAL STOCK, $200,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Dec. 1, 1897, due 1917; denom. $1,000; int. payable June and Dec. at Hurlburt National Bank, of Winsted, Conn.; trustee of mortgage, State Treasurer of Connecticut.

OPERATION.—	9 mo. end'g June 30, 1898.	Years end'g June 30, 1899.	1900.
Receipts from passengers..............	$23,752	$40,165	$42,243
" other sources..................	450	165	.170
" total..........................	24,202	40,330	42,413
Operating expenses....................	15,566	21,667	28,096
Earnings from operation...............	8,636	18,663	14,317

Deductions from earnings.	1898.	1899.	1900.
Interest	5,008	8,080	8,444
Taxes		2,165	1,903
Other deductions	1,098		1,903
Net income	2,530	8,428	3,970
Dividends paid		5,000	
To surplus account		3,428	3,970
Total surplus account	3,002	6,108	8,404

STATISTICS OF TRAFFIC.

	9 mo. end'g June 30, 1898.	Years end'g June 30, 1899.	Years end'g June 30, 1900.
Passengers carried	496,726	844,984	885,619
Car miles run	162,684	247,527	237,696
Passenger receipts per car mile	$.146	$.163	$.178
Operating expenses per car mile	.096	.087	.118

BALANCE SHEET.—Dated June 30, 1898.

ASSETS.	1898.	1899.	1900.
Cost of road	$334,948	$335,294	$336,308
" " equipment	41,661	42,255	43,325
Cash	2,530	2,043	3,104
Insurance (unexpired)	1,630	350	22
Interest in advance	312	625	110
Accounts receivable		620	883
Materials and supplies		700	430
Total	$381,081	$381,887	$384,182
LIABILITIES.			
Capital stock	$200,000	$200,000	$200,000
Funded debt	150,000	150,000	150,000
Bills and accts. payable	27,454	25,154	25,153
Accrued interest	625	625	625
Profit and loss (surplus)	3,002	6,108	8,404
Total	$381,081	$381,887	$384,182

PLANT AND EQUIPMENT—Miles of track (electric), 13; gauge 4 ft. 8½ in.; 56 lb. T rail; 14 motor cars; Slater engines; Gen. Elec. dynamos and motors, Massachusetts cars, Peckham trucks.

OFFICERS.—Pres. James Alldis, V. Pres. Geo. B. Alford, Sec. & Treas. S. A. Herman, Supt. Charles Alldis, Ch. Engr. of Power Station Wm. Hallenbeck.

DIRECTORS.—S. A. Herman, James Alldis, A. P. Hine, Geo. B. Alford, Henry Gay, F. F. Fuessenick, E. H. Hotchkiss.

GENERAL OFFICE, Winsted, Conn.

REFERENCE.—Description of road, Vol. XIV, Mar., '98, p. 151 (ill.).

Date of information, Mar., 1901. b

TRENTON, N. J.

Population in 1880, 29,910, in 1890, 57,458, in 1900, 73,307.

Trenton Street Railway Co.—Chartered 1898. This is a consolidation, on June 28, 1898, of the Trenton Passenger Railway Co., Consolidated, (comprising the Trenton Horse R. R. Co., the City Ry. Co., the South Clinton Avenue & Broad Street Ry. Co., and the Hamilton Township Street Ry. Co.); and the Mulberry Street Passenger Ry., the Pennington Avenue Passenger Ry. Co., and the Ewing Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $752,000; held in treasury $1,248,000 (see note); coupon, but may be registered; dated 1898, due 1938; denom. $1,000; int. payable Jan. and July, at office of company, Trenton, N. J., trustee of mortgage, Grand Trust Co. of Philadelphia.

Note.—$1,000,000 held to redeem bonds of Trenton Passenger Ry. Co. Consolidated, and $248,000 held for extensions of road.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$228,356	$225,075	$247,050	$288,746	$314,651
Op. ex. and fix'd char's.	226,284	223,705	230,767	263,746	289,642
Net income	2,072	1,369	16,283	25,000	25,009

*Deficit.

Plant and Equipment.—Miles of track (electric), 40; gauge. 5 ft. 2½ in.; 78 lb. to 90 lb. girder rail; 89 motor cars and 12 trail cars; Watts-Campbell engines, Short and Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. & Gen. Man. Henry C. Moore, V. Pres. John A. Rigg, Sec. & Treas. John L. Kuser, Gen. Supt. P. E. Hurley.

Directors.—Henry C. Moore, John A. Rigg, A. R. Kuser, F. W. Roebling, J. H. Blackwell, John L. Kuser, Thos. C. Barr.

General Office, Greenwood and S. Clinton Ave., Trenton, N. J.

References.—Power station records, Vol. XII, Apr., '96, p. 234; Vol. XIII, Mar., '97, p. 155, pleasure park, Vol. XIII, Aug., '97, p. 499; power station records, Vol. XV, Mar., '99, p. 149.

Date of information, Mar., 1901. z

TROY, N. Y.

Population in 1880, 56,747; in 1890, 60,956; in 1900, 60,651.

Troy City Railway Co.—Chartered Jan. 31, 1866. This company was consolidated Dec. 31, 1899, with the Albany Ry. Co., forming the United Traction Co., of Albany, N. Y. Annual meeting second Tuesday in Jan.

Date of information, Mar., 1901. z

Troy & New England Railroad Co.—Chartered Dec. 27, 1889. Annual meeting second Thursday in Jan. Operation was commenced in Oct., 1895.

Capital Stock, authorized, $350,000, issued, $180,000; par value, $100 per share.

Funded Debt.—$184,400, as follows:

First mortgage 5 p. c. gold coupon bonds, authorized and issued, $160,000; dated Aug. 1, 1895, due 1945; denom. $500; int. payable Feb. and Aug., at office of company, Troy, N. Y.; trustees of mortgage, F. N. Mann, Jr., and H. B. Dauchy.

Debenture 6 p. c. bonds, authorized, $31,000, issued, $24,400; dated June 1, 1896, due 1901; int. payable June and Dec., at office of company, Troy, N. Y.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$29,165	$27,038	$32,679	$26,368
" other sources	2,113	400	1,987	400
" total	31,278	27,438	34,666	26,768
Operating expenses	18,390	22,353	20,107	14,488
Earnings from operation	12,888	5,085	14,559	12,280
Deductions from earnings.				
Interest	9,466	9,222	9,663	9,584
Taxes	465	706	659	723
Net income	2,958	*4,843	4,237	1,973
Total surplus account	3,224	995	5,232	7,205

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 1,646	$ 5,955	$ 2,769	$ 1,288
Transportation expenses	12,075	10,925	11,238	8,706
Main. of way and buildings	2,352	3,167	2,799	1,953
" " equipment	2,317	2,306	3,301	2,541
Total	$18,390	$22,353	$20,107	$14,488

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	260,793	239,202	305,063	252,621
Total car miles run	*214,428	169,888	194,084	133,200
Total receipts per car mile	$.146	$.161	$.178	$.200
Operating expenses per car mile.	.086	.131	.103	.108

*Includes freight mileage.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip	$368,575	$370,532	$372,560	$373,270
Cash	649	348	410	836
Material and supplies		2,615	2,162	2,162
Total	$369,224	$373,495	$375,132	$376,272
LIABILITIES.				
Capital stock	$180,000	$180,000	$180,000	$180,000
Funded debt	175,600	183,900	184,400	184,400
Bills and accts payable	10,400	8,600	5,500	4,667
Profit and loss (surplus)	3,224	995	5,232	7,205
Total	$369,224	$373,495	$375,132	$376,272

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T rail; 25 cars, of which 9 are motor cars, 8 are trail cars and 8 freight cars; West., Church, Kerr & Co.'s engines, West. dynamos and motors, Jones and Jackson & Sharp cars, Taylor and Diamond trucks.

Officers—Pres. Edw. F. Murray, Sec. & Treas. Rice C. Bull, Supt. A. W. Bentley, Ch. Engr. C. Van Zandt.

Directors.—Edw. F. Murray, Wm. Kemp, Chas. Cleminshaw, Wm. Shaw, R. C. Bull, John Knickerbacker, Chas. W. Tillinghast, Jas. W. Donnelly, Edw. Murphy, 2d, A. W. Ross, all of Troy, N. Y.; L. A. Flint, N. Y. City; J. H. Jones, Watervliet, N. Y.

General Office, Troy, N. Y.

Date of information, Dec., 1900. b

TUCSON, ARIZ.

Population in 1890, 5,150, in 1900, 7,531.

Tucson Street Railway Co.—This company operates a horse railway in Tucson, which is to be extended about 2 miles in the summer of 1901.

Plant and Equipment.—Miles of track (horse), 2.5; gauge, 4 ft. 8½ in.; 6 horses; 4 cars.

Officers.—Pres. P. B Ziegler, V. Pres. R. G. Brady, Sec. & Gen. Man. C. F. Hoff, Treas. M. G. Sumaniego.

Date of information, Feb., 1901. d

UNDERCLIFF, N. J.

Population about 1,200.

Bergen County Traction Co.—Chartered Dec. 15, 1894. Annual meeting first Saturday in Feb. This company began operation on Apr. 20, 1896. On Feb. 27, 1900, was consolidated into the New Jersey & Hudson River Ry. & Ferry Co. (see under Hackensack, N. J.).

General Office, Foot of W. 130th St., New York City.

Date of information, Jan., 1901. z

UNION, ORE.

Population in 1880, 416, in 1890, 604, in 1900, 937.

Union Street & Suburban Railway Co.—Chartered Dec. 22, 1894, to purchase the properties of the Union Ry.

Capital Stock, authorized and issued, $20,000; par value, $100 per share.

Plant and Equipment.—2 motor cars, 1 dummy.

Officers.—Pres. J. H. Hutchinson, V. Pres. Abner Robbins, Sec. W. R. Hutchinson, Treas. N. Schoonover.

Directors.—J. H. Hutchinson, Abner Robbins, W. R. Hutchinson, N. Schoonover.

General Office, Union, Ore.

Date of information, Feb., 1901. z

UNIONTOWN, PA.

Population in 1880, 3,265, in 1890, 6,358, in 1900, 7,344.

Uniontown Electric Railway Co.—In Mar., 1900, it was stated that this property had been purchased by M. K. Salsbury, of Pittsburg, and his associates, in the interests of the Connellsville, New Haven & Leisenring Ry., to form part of an extended system from Mt. Pleasant to Fairchance, running the entire length of the coke region, and consolidated Jan. 1, 1901, as the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

Date of information, Mar., 1901. x

UTICA, N. Y.

Population in 1880, 33,914, in 1890, 44,007, in 1900, 56,383.

Utica Belt Line Street Railroad Co.—Chartered June 18, 1886. This company leases and operates the electric railway portion of the Utica. Clinton & Binghamton R. R. at a rental of $15,000 per annum, the lease being dated Dec., 1886, for 99 years. It also leases and operates the tracks of the Utica Suburban Ry. Co. (about 4 miles), at a rental of $2,500 per annum, for a period of 99 years. This property was sold on Mar. 25, 1901, to H. E. Andrews, of Cleveland, O., representing a syndicate.

Capital Stock.—Common stock, authorized and issued, $150,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $150,000, par value, $100 per share. No dividends can be paid on the common stock until 6 p. c. is earned and paid on the preferred stock.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $500,000; dated Nov. 1, 1889, due 1939; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. coupon bonds, issued, $200,000, dated Jan. 1, 1891, due 1931; denom. $500; int. payable Jan. and July at office of New York Security & Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$166,793	$193,258	$207,077	$245,183
Operating expenses	106,662	139,967	143,881	157,690
Earn's from operation	60,132	53.291	63,196	87,493
Deduction from earnings				
Interest	30,640	31,820	35,000	35,352
Taxes	4,035	3,392	4,153	4,520
Rentals	15,000	17,500	17,500	17,500
Net income	10,457	579	6,543	30,121
Total surplus		36,182		
P. c. operating expenses to total receipts	64.0	73.0	69.4	64.3

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.
General expenses	$ 15,093	$ 19.794	$ 18,692	$ 23,186
Transportation expenses	59,191	67,894	73,030	85,389
Main. of way and buildings	21,351	38,515	41,857	34,858
" " equipment	11,027	13,764	10,302	14,257
Total	$106,662	$139,967	$143,881	$157,690

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1893.	1899.	1900.
Passengers carried	3,470,530	4,743,969	4,563,823	5,507,445
Car miles run	879,382	1,105,584	1,089,634	1,228,907
Total receipts per car mile	$.191	$.174	$.190	$ 199
Op. expenses per car mile	.121	.126	.132	.128

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$961,348	$1,041,333	$1,058,375	$1,077,165
Cash and current assets	171	4,143	2,076	1,103
Supplies on hand	7,518	6,968	6,676	7,675
Total	$969,037	$1,052,444	$1,067,127	$1,084,943
LIABILITIES.				
Capital stock	$283,913	$ 300,000	$ 300,000	$ 300,000
Funded debt	641,000	700,000	700,000	700,000
Other liabilities	15,063	22,804	30,945	18,640
Profit and loss (surp.)	29,061	29,640	36,182	66,303
Total	$969,037	$1,052,444	$1,067,127	$1,084,943

Plant and Equipment.—Miles of track (electric), 27.23; owned, 10.1; leased, 17.13; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 70 motor cars and 31 trail cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Gen. Man. & Pur. Agt. John W. Boyle, V. Pres. John S. Capron, Sec. John H. Grant, Treas. N. Pendergast, Supt. Robt. G. Young, Ch. Engr. of Power Station, C. Barnes, M. Mech. James Lawler.

Directors.—John W. Boyle, N. Pendergast, Robt. G. Young. John H. Grant, Utica, N. Y.; John S. Capron, Wm. B. Putney, N. Y. City.

General Office, 26 Main St., Utica, N. Y.

References.—Description of road, Vol. VI, July, '90, p. 320 (ill.); new car (brief), Vol. XII, July, '96, p. 411.

Date of information, Apr., 1901. b x

Utica & Mohawk Railroad Co.—Chartered Jan. 4, 1874. Annual meeting third Wednesday in Jan.

Capital Stock, authorized, $250,000, issued, $52,100; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1890, due 1910; denom. $1,000; int. payable Jan. and July, at Oneida National Bank, of Utica; trustees of mortgage, R. S. Williams, F. G. Wood and G. L. Bradford, of Utica, N. Y.

Second mortgage 6 p. c. bonds, authorized, $35,000, issued, $20,000; dated Jan. 1, 1896, due Nov. 1, 1910; int. payable May and Nov.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass	$28,047	$26,079	$26,422	$25,685	$28,190
" other s'rc's	958	1,280		1,413	4,002
" total	29,005	27,359	26,422	27,096	32,192
Operating expenses	24,174	20,929	24,207	20,345	26,470
Earns. from oper'n	4,831	6,430	2,215	6,753	5,722
Deduct. from earn's..					
Interest	6,284	6,318	6,440	6,066	7,257
Taxes	689	393	548	377	1,790
Other deductions	90		246		4.148
Net income	† 2,232	† 280	† 5,019	280	†7.473
To surplus account	† 2,232	† 280			
Total surplus account	† 4,430	† 4,711	† 9,730	† 9,450	† 17.110

† Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 4,869	$ 3,816	$ 3,594	$ 3,004	$ 4,814
Transportation expenses	14,372	14,450	14,567	13,491	14,558
Maint. of way and building	1,107	338	2,054	550	1,716
" " equipment	3,826	2,324	3,992	3,301	5,382
Total	$21,459	$24,174	$20,929	$24,207	$26,470

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	521,593	528,450	513,695	563,794
Car miles run	203,760	203,760	203,760	203,760
Total receipts per car mile	$.134	$.129	$.133	$.158
Operating expenses per car mile	.103	.114	.099	.130

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 75,802	$ 76,072	$ 77,248	$ 77,373	$ 83,828
" equipment	40,797	41,041	41,041	41,041	41,041
Other perm'nt invest.		48,898	48,990	48,957	48,174
Cash	772	425	341	929	678
Other assets	50,412	2,553	2,038	1,478	1,896
Profit and loss (deficit)	4,430	4,711	9,730	9,450	17,110
Total	$172,213	$173,699	$179,388	$179,228	$192,727
LIABILITIES.					
Capital stock	$52,100	$52,100	$52,100	$52,100	$52,100
Funded debt	90,000	95,000	95,000	95,007	95,000
Loans & bills payable	25,600	22,874	28,778	29,010	40,406
Accrued int. and taxes	2,025	2,085	2,075	2,075	4,026
Open accounts	2,488	1,640	1,435	1,036	1,195
Total	$172,213	$173,699	$179,388	$179,228	$192,727

Plant and Equipment.—Miles of track (electric), 3.08; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T rail; 11 motor cars and 6 open trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. & Gen. Man. James F. Mann, V. Pres. R. W. Sherman, Sec. Wm. E. Lewis, Treas. Hugh White, Supt. Philip F. Gabler.

Directors.—James F. Mann, Wm. E. Lewis, Hugh White, Thos. R. Proctor, P. C. J. DeAngelis, Wm. T. Baker, Myron W. Van Auken, Wm. L. Watson, Fred. M. Calder, H. W. Miller, C. A. Lockner, Richard R. Roberts, Dr. M. O. Terry, all of Utica.

General Office, Mann Building, Utica, N. Y.

Date of information, Dec., 1900. b

Oneida Street Railroad Co.—Chartered Jan. 12, 1887. Annual meeting Jan. 12. This road has not been in operation for more than five years, the track having been torn up on account of the paving of the street. The company has commenced suits against the city and the paving company for damages, and it is understood that as soon as the suits are settled the company will be reorganized and the road rebuilt.

For information concerning the road, address I. J. Griffith, Utica, N. Y.

Capital Stock, authorized and issued, $40,000; par value, $100 per share.

Date of information, Dec., 1900. z

VALDOSTA, GA.

Population in 1890, 2,854; in 1900, 5,613.

Valdosta Street Railway Co.—This company commenced operation of its railway in Valdosta in Sept., 1900.

CAPITAL STOCK, authorized, $100,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; West. generators and motors, Bates engines, Laclede cars.

OFFICERS.—Pres. T. G. Cranford, V. Pres. W. S. West, Sec. L. W. Shaw, Gen. Man. E. L. Moore.

GENERAL OFFICE, Valdosta, Ga.

Date of information, Feb., 1901. x

VANCOUVER, B. C.

Population in 1900, 30,000.

British Columbia Electric Railway Co., Ltd.—This company is the successor to the Consolidated Ry. & Light Co. (For full report see under New Westminster, B. C.)

PLANT AND EQUIPMENT (Vancouver division).—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 40 lb. and 70 lb. T and girder rail; 21 motor cars and 2 trail cars; Gen. Elec. and West. motors, 6 Gen. Elec. T. H. and West. generators, 886 K. W. capacity; 1200 H. P. station plant.

OFFICERS.—Supt. of division K. G. Dunn, Gen. Agt. H. Hamlow.

Date of information, Mar., 1901. z

VENICE, ILL.

Population in 1880, 612, in 1890, 932, in 1900, 2,450.

Venice, Madison & Granite City Railway Co.—Charter and municipal franchise granted in 1895 for 20 years. Annual meeting Apr. 30.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $60,000, issued, $47,000, in treasury, $13,000; dated May 1, 1895, due 1915; coupon, but may be registered; denom. $500; int. payable May and Nov., at the office of Mississippi Valley Trust Co., trustee of mortgage.

Treasury bonds may be issued for betterments and extensions. The first mortgage bonds may be called for payment at one month's notice at 104 and accrued interest after five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 10 in.; 48 lb. and 60 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; 110 H. P. station plant, Ideal engines, Gen. Elec. dynamos. Walker motors, St. Louis cars, McGuire trucks

OFFICERS.—Pres. & Gen. Man. Fred. E. Allen, V. Pres. C. H. Sharman, Sec. E. J. Spencer, Treas. D. R. Francis, Supt. George Miller.

DIRECTORS.—C. H. Sharman, Fred. E. Allen, E. J. Spencer, A. C. Orrick, D. R. Francis.

GENERAL OFFICE, Venice, Ill.; President's and Secretary's office, Laclede Bldg., St. Louis, Mo.

Date of information, Feb., 1900. z

VICKSBURG, MISS.

Population in 1880, 11,814, in 1890, 13,373, in 1900, 14,834.

Vicksburg Electric Street Railway Co.—Chartered Jan., 1898, and began operation of the road Apr. 24, 1899. This company also operates an extensive electric lighting plant.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 9; gauge, 4 ft. 8½ in.; 18 motor cars, of which 10 are open and 8 closed cars; 1100 H. P. station plant; Gen. Elec. and West. dynamos and motors, Russell and Cooper engines, Stirling boilers.

OFFICERS.—Pres. J. C. Schaffer (Marquette Bldg., Chicago), V. Pres. & Gen. Man. J. Z. George, Sec. M. J. Mulvihill, Treas. B. W. Griffith.

GENERAL OFFICE, Vicksburg, Miss.

Date of information, Mar., 1901. z

VICTORIA, B. C.

Population in 1900, 25,000.

British Columbia Electric Railway Co. (Ltd.)—For full report of this company see New Westminster, B. C.

PLANT AND EQUIPMENT (Victoria division).—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb T to 104 lb. girder rail; 18 motor cars; Gen. Elec. West. and Edison motors, 4 Gen. Elec. and T. H. generators, 722 K. W. capacity; 550 H. P. station plant, 600 H. P. Pelton water wheel.

OFFICER.—Supt. of division A. T. Goward.

Date of information, Mar., 1901. z

VINCENNES, IND.

Population in 1880, 7,680, in 1890, 9,853, in 1900, 10,249.

Vincennes Citizens' Street Railway Co.

CAPITAL STOCK, authorized and issued, $15,050.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, outstanding, $50,000; dated 1891, due Oct. 1, 1911; int. payable May and Nov., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. and 55 lb. T and girder rail; 2 horses, 16 cars, of which 6 are motor cars and 10 trail cars; West. engines, West. dynamos and motors, Brownell, Calumet and Ellis cars.

OFFICERS.—Pres. B. G. Hudnut, Sec. C. A. Gordon, Supt. T. P. Agnew.

GENERAL OFFICE, 29 Fair Ground Ave.

Date of information, Mar., 1901. z

WABASH, IND.

Population in 1890, 5,105, in 1900, 8,618.

Wabash River Traction Co.—This company was organized in 1900 to construct an electric railway from Wabash to Peru, Ind., has secured its rights of way, completed its surveys and construction work is well advanced. It is expected to place the line in operation in the summer of 1901.

Date of information, Sept., 1900. z

WACO, TEX.

Population in 1880, 7,295, in 1890, 14,445, in 1900, 20,686.

Citizens' Railway Co.—On May 7, 1895, this company bought the street railway plant of the Waco Electric Ry. & Light Co. at foreclosure sale.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $350,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.9; gauge. 4 ft. 8½ in.; 30 lb. 40 lb. and 45 lb. girder and T rail; 18 motor cars; Hamilton engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Treas. & Gen. Man. H. C. Scott, Sec. & Pur. Agt. T. H. Stuart, Supt. W. S. Ruthell, Elecn. C. C. Dixon, Ch. Engr. of Power Station E. J. Johns.

GENERAL OFFICE, 124-128 North 4th St.

Date of information, Mar., 1901. d

WAKEFIELD, MASS.

Population in 1880, 5,547, in 1890, 6,982, in 1900, 9,290.

Wakefield & Stoneham Street Railway Co.—Chartered May, 1892. Annual meeting in Oct. This road runs from Wakefield to Melrose, Stoneham, Lynn and Reading. On Dec. 31, 1899, the Reading & Lowell, the Salem & Wakefield, the Woburn & Reading, and the Mystic Valley St. Ry. Cos. were consolidated with this company which, on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co.; the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $475,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $150,000; coupon, but may be registered; dated Mar. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Mystic Valley St. Ry. Co.'s first mortgage 5 p. c. bonds, issued $60,000, due Jan. 1, 1919.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Gross receipts	$58,213	$58,225	$62,063	$63,839	$29,695
Operating expenses	36,510	34,961	35,917	53,875	31,974
Earnings from operation	21,702	23,264	26,146	9,964	*2,279
Interest	8,925	10,948	11,876	12,855	6,276
Taxes	2,568	2,681	2,467	3,466	1,443
Other deductions			300		
Net income	10,210	9,634	11,503	*6,357	*9,998
Dividends paid	9,000	7,500	7,500		
To surplus account	1,210	2,134	4,003		
Total surplus account	1,878	4,012	4,584	*3,624	*32,298

OPERATING EXPENSES.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
General expenses	$ 6,549	$ 7,914	$ 7,655	$10,234	$ 4,303
Maint. of way and bldgs.	3,021	2,959	4,386	13,689	4,329
" " equipment	3,449	3,809	4,826	3,978	2,928
Transportation expenses.	23,491	20,279	19,050	25,974	20,414
Total	$36,510	$34,961	$35,917	$43,875	$31,974

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Passengers carried	1,309,421	1,163,303	1,129,681	1,255,863	598,009
Car miles run	335,780	363,166	374,431	384,950	226,287
Gross rec's per car mile.	$.173	$.160	$.166	$.166	$.131
Op. exp'es per car mile.	.109	.096	.096	.140	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Cost of road	$189,204	$192,595	$199,064	$199,648	$639,935
" equipment	67,153	67,069	67,400	70,875	134,185
Cash and current assets	11,974	9,871	12,666	11,543	32,226
Pwr.st'tn,l'nd and bldgs	79,830	105,210	105,321	105,321	125,347
Other assets	2,300	2,748	2,698	2,769	3,051
Profit and loss (deficit)				3,624	32,298
Total	$350,460	$377,493	$387,149	$393,780	$967,042
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$475,000
Funded debt	150,000	150,000	150,000	150,000	210,000
Bills payable	48,582	73,481	82,565	92,529	280,214
Accrued liabilites				1,251	1,828
Profit and loss (surplus)	1,878	4,012	4,584		
Total	$350,460	$377,493	$387,149	$393,780	$967,042

PLANT AND EQUIPMENT.—Miles of track (electric), 44.92; gauge, 4 ft. 8½ in.; 50 lb. T rail; 48 motor cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. Chas. F. Heath, Elecn. Walter L. Ranson.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Increase of stock, Vol. IX, Sept., '93, p. 616; operating detail, Vol. XIV, Sept., 98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Jan., 1901. b

WAKEFIELD, R. I.

Sea View Railroad Co.—This company operates an electric railway, 12 miles in length, connecting Wickford and Wakefield with the Providence lines.

FUNDED DEBT.—First mortgage bonds, issued, $300,000.

OPERATION.—Year ending June 30, 1900.

Receipts from passengers	$10,246
" " other sources	560
" total	10,806
Operating expenses	5,958
Earnings from operation	4,848
Deduction from earnings.	
Taxes	348
Net income	4,500

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars and 8 trail cars.

OFFICERS.—Pres. Wm. C. Clarke, Sec. Wm. C. Clarke, Jr., Treas. Louis F. Bell.

DIRECTORS.—John L. Sheldon, Geo. H. Bullock.

GENERAL OFFICE, Wakefield, R. I.

Date of information, Oct., 1900. b

WALTHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451, in 1900, 3,432.

Waltham, Ayer & Pepperell Street Railway Co.—This company has been fully organized, and has secured some rights of way, and it is stated that surveys have been completed and construction work commenced in Apr., 1901. The road is to connect Lexington, Waltham, Bedford, the Actons, Littleton, Ayer, Groton, Pepperell and Hollis. This company filed no report with State R. R. Commissioners for the year ending Sept. 30, 1900.

OFFICERS.—Pres. F. S. Arnold, V. Pres. Arnold Blaser, Sec. H. F. Downs, Treas. W. F. Freeman.

GENERAL OFFICE, 420 Exchange Bldg., Boston, Mass.

Date of information, Apr., 1901. z

Waltham Street Railway Co.—Chartered Aug. 30, 1900. This company was organized to construct an electric railway, operating the Waltham, and making connections with the several lines leading to the neighboring towns and cities. Construction work was to be commenced in Apr., 1901.

CAPITAL STOCK, authorized, $60,000; par value, $100 per share.

OFFICERS.—Pres. Frederick C. Hinds, V. Pres. Charles F. Avery, Sec. Henry S. Milton, Treas. Charles H. Wilson.

DIRECTORS.—Frederick C. Hinds, Charles F. Avery, Boston; Henry S. Milton, Bradshaw S. Tolman, Waltham; Charles H. Wilson, Brookline; Lane B. Scofield, Edward D. Van Tassel, Newton.

GENERAL OFFICE, 320 Exchange Building, Boston, Mass.

Date of information, Mar., 1901. z

WARREN, O.

Population in 1880, 4,428, in 1890, 5,973, in 1900, 8,529.

Trumbull Electric Railroad Co.—The capital stock of this company is now controlled by the Mahoning Valley Ry. Co., of Youngstown, O., and the road is operated as part of that system.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, issued, $23,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.42; gauge, 4 ft. 8½ in.; 66 lb. and 70 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Phœnix Iron Works engines, Gen. Elec. dynamos and motors, Brill and Ellis cars.

OFFICERS.—Pres. J. W. Packard, V. Pres. A. R. Silliman, Sec. E. D. Kennedy, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—H. C. Christy, J. L. Athey, Cleveland, O.; A. A. Anderson, Youngstown, O.; J. N. Butler, A. R. Silliman, J. W. Packard, Wm. Wallace, E. D. Kennedy, A. B. Camp, Warren, O.

Date of information, Mar., 1901. z

WARREN, PA.

Population in 1880, 2,810, in 1890, 4,332, in 1900, 8,043.

Warren Street Railway Co.—Chartered Mar. 14, 1889. This company commenced operation July 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage, 5 p. c. $75,000; int. payable Apr. and Oct. at office of the company, Warren, Pa.; trustee of mortgage, Warren National Bank.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Total receipts	$19,324	$17,607	$22,755	$26,562	$30,179
Operating expenses	12,779	12,316	17,359	20,797	19,779
Earnings from opert'n	6,545	5,291	5,396	5,765	10,400
Deduct. from earnings.					
Int. on funded debt		1,232	2,358		3,592
Taxes		24		2,571	964
Other deductions				4,152	
Net income		4,035	3,038	*958	5.844

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$27,877	$45,564	$ 67,433	$ 69,266	$ 84.502
" equipment	15,930	19,885	24,872	25,500	30,838
Other permanent invests.					15,954
Cash assets	449	1,056	578	564	4.304
Unpaid capital stock		20,500	15,200	15,000	
Other assets	523	810	437		21,946
Profit and loss (deficit)				958	
Total	$44,778	$87.815	$108,520	$111,288	$157,544
LIABILITIES.					
Capital stock	$25,000	$50,000	$ 50,000	$ 50,000	$ 75,000
Funded debt	18,000	23,000	50.000	50,000	75,000
Bills & acc. payable	794	10,696	3.142	9,100	500
Accrued interest			2,358	625	1,200
Sundries				1,563	
Profit and loss (surplus)	984	4,119	3,020		5.844
Total	$44,778	$87,815	$108,520	$111,288	$157,544

PLANT AND EQUIPMENT.—Miles of track (electric), 8.75; gauge, 4 ft. 8½ in.; 45 lb. T and 66 lb. girder rail; 11 motor cars and 2 trail cars; West. dynamos and motors, New Castle and Brill cars; rent power.

OFFICERS.—Pres. Man. Supt. & Pur. Agt. D. H. Siggins, Sec. Jas. D. Woodard, Treas. H. A. Siggins, Elecn. C. H. Monroe, Ch. Engr. D. F. A. Wheelock.

DIRECTORS.—D. H. Siggins, W. R. Lavery, John Hepburn, J. D. Woodward, H. A. Siggins.

GENERAL OFFICE, 101 Liberty St., Warren, Pa.

Date of information, Mar., 1901. z

WASHINGTON, D. C.

Population in 1880, 147,293, in 1890, 188,932, in 1900, 218,196.

Washington Traction & Electric Co.—This company was organized in Apr., 1899, and now controls the principal street railways in Washington, and also controls the United States Electric Lighting Co. and the Potomac Electric Power Co., the latter being the only two authorized companies operating in Washington.

Capital Stock, authorized, $12,000,000, issued, $11,200,000; par value, $100 per share.

Funded Debt.—First mortgage collateral trust 4½ p. c. gold bonds, authorized, $20,000 000, issued, $13,442,000; held in escrow, $6,558,000 (see note); dated June 1, 1899, due 1949; int. payable June and Dec., at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

Note.—$6,558,000 of these bonds are held to retire outstanding bonds of constituent companies. Bonds may be redeemed at 107½ and accrued interest on five months' notice.

The street railway companies controlled, with their mileage, their total outstanding capital stock, and the amount acquired by this company in each instance are here given:

	Mileage.	Capital Stock.	Total Shares.	Shares Acquired.
Anacostia & Potomac River Ry. Co.	27.75	$2,000,000	40,000	39,865
Brightwood Ry. Co	11.90	108,550	2,170	2,164
Capital Ry. Co	1.32	100,000	2,000	1,988
City & Suburban Ry. Co	31.80	1,750,000	35.000	30,602
Columbia Ry. Co	13.88	400,000	8,000	8,000
Georgetown & Tenalleytown Ry.Co	8.80	200,000	4,000	3.123
Metropolitan R. R	22.67	997.750	19,955	19,913
Washington & Glen Echo R.R. Co.	7.57	200,000	4,000	3,943
Washington & Great Falls Elec. Ry. Co	13.62	86,800	868	868
Washington & Rockville Ry. Co.	10.11	50,000	1,000	1,000
Washington, Woodside & Forest Glen Ry. & Power Co	2.90	25,000	1,000	1,000
Total, Street Rys	152.32	$5,918,100	117,994	112,466
United States Electric Lighting Co.		1,095,400	10,954	10,668
Potomac Electric Power Co		1,000,000	10,000	10,000
Total, all companies		$8,013,500	138,948	133,134

This company has converted all of the urban street railways to the underground electric traction system.

Officers.—Pres. Allan L. McDermott, Jersey City, N. J.; V. Pres. Charles A. Lieb, Sec. James B. Lackey, Treas. H. D. Mirick, Comptroller, Wm. F. Ham.

General Office, 902 F St., N. W., Washington, D. C.

Reference.—New officers, Vol. XV, Aug., '99, p. 548; double trolley system in Washington, Vol. XVI, Feb. 3, '00, p. 118 (ill.); transfer privileges restricted, Vol. XVI, Aug. 18, '00, p. 773; conversion to conduit system, Vol. XVI, Oct. 6, '00, p. 993.

Date of information, Mar., 1901. z

Anacostia & Potomac River Railway Co.—Chartered Feb. 18, 1875. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $2,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,250,000; coupon, but may be registered; dated Apr. 1, 1899; due 1949, but redeemable at company's option; denom. $1,000; int. payable Apr. and Oct., at the office of Baltimore Trust & Guarantee Co., Baltimore, Md., trustee of mortgage.

Date of information, Mar., 1901. z

Brightwood Railway Co.—Chartered Oct. 18, 1888. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $200,000, issued, $108,500; par value, $50 per share

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Oct. 1, 1892, due 1912; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

General mortgage 6 p. c. bonds, authorized and issued, $100,000; dated May 1, 1893, due 1913; int. payable May and Nov. at office of Central Trust Co., of New York, trustee of mortgage.

Date of information, Mar., 1901. z

City & Suburban Railway of Washington.—This company is a consolidation in July, 1898, of the Eckington & Soldiers' Home Ry. Co. and the Maryland & Washington Ry. Co. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company is owned by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $1,750,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized and issued, $1,750,000, coupon, but may be registered; dated Aug. 1, 1898; due 1948; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., of Baltimore, Md., trustee of mortgage.

References.—Description of road, Vol. VI, July, '90, p. 326 (ill.); Vol. X, Dec., '94, p. 761 (ill.); compressed air motor, Vol. XIII, Mar., '97, p. 317; consolidation, Vol. XIV, Apr., '98, p. 84.

Date of information, Mar., 1901. z

Columbia Railway Co.—Chartered May 25, 1871. Annual meeting second Tuesday in Mar. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $500,000; dated Oct. 1, 1894, due 1914; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nat'l Bank of the Republic; trustee of mortgage, American Security & Trust Co., of Washington.

Second mortgage 5 p. c. gold bonds, authorized, $500,000; issued, $400,000; dated Oct. 1, 1898, due 1914; int. payable Apr. and Oct. at office of American Security & Trust Co., of Washington, trustee of mortgage.

Date of information, Mar., 1901. z

Georgetown & Tenalleytown Railway Co.—Chartered Aug. 10, 1888. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $70,000; coupon, but may be registered; dated Feb. 1, 1894, due, 1904; denom. $500; int. payable Feb. and Aug., at office of American Security & Trust Co., of Washington, trustee of mortgage.

Second mortgage 6 p. c. bonds, $30,000; dated Feb. 1, 1896, due 1904; int. payable Feb. and Aug. at office of American Security & Trust Co., of Washington trustee of mortgage.

Date of information, Mar., 1901. z

Metropolitan Railroad Co.—Chartered July 1, 1864. Annual meeting second Wednesday in July. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $1,000,000; issued, $997,750; par value, $50 per share. Dividends payable quarterly, Feb., May, Aug., Nov.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; not subject to call; int. payable Feb. and Aug., at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

Collateral trust 6 p. c. bonds, authorized, $1,000,000; outstanding, $1,000; dated Dec. 9, 1892, due July 1, 1901; int. payable Jan. and July, at National Bank of the Republic; trustees, Charles S. Bradley and Nathaniel Wilson. These bonds are secured by deposit of a part of the capital stock with the trustees, and are convertible into stock at option of holder.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1896, due Oct. 1, 1906; int. payable Apr. and Oct. These certificates were issued for the purpose of completing the conduit electric system.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1897, due 1907; int. payable June and Dec. These certificates were issued for the purpose of increasing power plants, and paying for Columbia Road extension.

Note.—The first mortgage bonds were authorized by act of Congress for the purpose of changing the motive power from horses to electricity, and can be used for no other purpose. The bonds are secured by a mortgage on the entire property of the company, including a first mortgage upon real estate valued at $700,000. It is stated that an additional security behind the bonds is the liability of the stockholders to an assessment of $20 per share not yet paid in on the capital stock, and to a further assessment of 100 p. c. of the stock holdings according to the terms of the company's charter.

By the provisions of the mortgage deed, all real estate not needed by the company may be sold, and the proceeds passed to a sinking fund, to which is also to be passed surplus earnings up to $25,000. After 10 p. c. has been paid on the capital stock, the first mortgage bonds may be purchased for the sinking fund at not over 110 and interest.

Dividends, 9.9 p. c. per annum.

References.—Description of road, Vol. VI, July, '90, p. 326; Vol. X, Dec., '94, p. 761; (brief), Vol. VII, Dec., '91, p. 658; description of strike, Vol. XI, Jan., '95, p. 32; description of conduit, Vol. XI, Jan., '95, p. 45; increase of bonds, Vol. X, Nov., '94, p. 754; Vol. X, Dec., '94, p. 814; Vol. XI, Feb., '95, p. 125; description of electric conduit, Vol XI, Aug., '95, p. 530 (ill.); operating detail, Vol. XII, Feb., 96, p. 99; wheel grinding machine (brief), Vol. XII, May, '96, p. 290 (ill.); electric conduit construction, Vol. XII, May, '96, p. 299 (ill.); operating detail (brief), Vol. XII, Dec., '96, p. 762 (ill.).

Date of information, Mar., 1901. z

Washington & Glen Echo Railroad Co.—This is the successor (in 1896) to the Glen Echo R. R. Co. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; int. payable at office of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Date of information, Mar., 1901. z

Washington & Great Falls Electric Railway Co.—A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $150,000; issued, $86,800.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $500,000, issued, $400,000.

Date of information, Mar., 1901. z

Washington & Rockville Railway Co.—A controlling interest in the capital stock of this company was purchased Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $45,000.

Date of information, Mar., 1901. z

Washington, Woodside & Forest Glen Railway Co.—A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $25,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $40,000.

Date of information Mar., 1901. z

Baltimore & Washington Transit Co.—This company operates an electric railway from Takoma to Glen Sligo, about 2 miles, and enters Washington, where city transfers are given, on the tracks of the Brightwood Electric Ry., by traffic agreement. An extension to Sandy Spring, Md., 14 miles, is proposed.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000 (see note); int. payable at office of Guardian Security Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Further issue of these bonds can only be made on completion of extensions or double tracking.

Officers.—Pres. T. Wm. Harris, 1335 F St., Washington, D. C., V. Pres. A. W. Williams, Baltimore, Sec. & Treas. Joseph A. Gilpin, Baltimore.

General Office, 1335 F St., Washington, D. C.

Date of information, Mar., 1901. x

Capital Traction Co.—Chartered in Sept., 1895, as a consolidation of the Washington & Georgetown R. R. Co. and the Rock Creek Ry. Co., of the District of Columbia. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized, $1,500,000; issued, $1,080,000, held in treasury for future improvements, $420,000; dated Apr. 1, 1900, due 1920; int. payable Apr. and Oct., at office of National Safe Deposit, Savings & Trust Co., trustee.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1900.
Receipts from passengers....	$1,000,822	$876,211	$932,170	
" other sources......	33,636	32,629	61,007	
" total...............	1,034,458	908,839	993,177	1,124,434
Operating expenses........	656,254	*706,797	*679,137	*656,601
Earnings from operation....	378,204	202,043	314,040	467,833
Net income		202,043	314,040	467,833
Dividends paid.............	419,873	209,958	269,961	359,950

*Including fixed charges.

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 50 lb and 95 lb. rail; 410 passenger cars, Gen. Elec. dynamos, Gen. Elec. and West. motors, Stephenson and American cars, Baltimore and Peckham trucks.

Officers.—Pres. G. T. Dunlop, V. Pres. C. C. Glover, Sec. & Treas. C. M. Koones, Supt. & Ch. Engr. D. S. Carll, Ch. Engr. of Power Station C. Hoshall.

Directors.—Henry Hurt, C. C. Glover, G. T. Dunlop, John S. Larcombe, Maurice J. Adler, Wm. Manice, Edw. Stellwagen.

General Office, 36th & M Sts., Washington.

References.—Financial standing (brief), Vol. XII, Oct., '96, p. 608; description of road, Vol. XIV, Jan., '98, p. 37 (ill.); description of power plant, Vol. XV, Jan., '99, p. 9.

Date of information, Mar., 1901. z

Washington, Alexandria & Mt. Vernon Railway Co.

Capital Stock, $1,000,000.

Funded Debt.—First mortgage 5 p c. gold bonds, authorized, $750,000, issued, $700,000; dated Aug. 1, 1895, due 1925; int. payable at office of Real Estate Trust, of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T, 80 lb. grooved and 90 lb. girder rail; 32 cars, of which 17 are motor cars, 11 trail cars, and 4 freight cars; 2,000 H. P. station plant, Providence engines, Gen. Elec. dynamos and motors, Brill and own cars.

Officers.—Pres. G. E. Abbot, Sec. & Registrar F. K. Hipple, Treas, J. K. Swartz, Special Agt, G. R. Phillips, Supt. J. Colvin.

Directors.—G. E. Abbot, Park Agnew, Geo. F. Huff, D. C. Leech, J. S. Swartz, F. Mertens, S. Rea, J. Cassels, J. Crawford.

General Office, 13½ St. and Pennsylvania Ave., Washington.

References.—Description of road, Vol XII, May, '96, p. 301; description of road (ill.), Vol. XII, Jan., 97, p. 1.

Date of information, Mar., 1901. z

Washington, Arlington & Falls Church Railway Co.—Chartered 1896, as the successor to the Washington & Arlington Ry. Co. This company owns and operates electric railways running from the south end of the Aqueduct Bridge, in Washington, one Ft. Meyer, Arlington National Cemetery and Columbia Station, a distance of 4.5 miles, and one to Falls Church, Va. (via Ballston), a distance of 7.5 miles.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

Officers.—Pres. C. S. Hinchman, V. Pres. F. B. Hubbell, Gen. Man. R. H. Phillips, Elecn. H. D. Crocker.

Directors.—C. S. Hinchman, F. B. Hubbell, R. H. Phillips, Wm. C. Arrison, Walter Hinchman.

General Office, 3530 M St., Washington, D. C.; Philadelphia Office, 902 Provident Bldg.

Reference.—Annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Mar., 1901. z

Washington & University Street Railroad Co.—Chartered July 8, 1898. Annual meeting second Tuesday in Jan. In Feb., 1901, this road was reported as not in operation yet.

Capital Stock.—Authorized, $175,000, issued, $5,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds; authorized, $170,000, issued, $140,000; dated Apr., 1899; due 1929; denom. $100, $300, $500 and $1,000; int. payable at offices of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in., 60 lb. T rail; 6 motor cars.

Officers.—Pres. F. C. Kennedy, V. Pres. A. Wood, Treas. & Gen. Man. J. D. Croissant, Sec. G. O. Ferguson.

Directors.—F. C. Kennedy, J. D. Croissant, G. O. Ferguson, G. W. Rickett.

General Office.—821 N. C. Ave., Washington, D. C.

Date of information, Mar., 1901. z

WASHINGTON, IND.

Population in 1890, 6,064, in 1900, 8,551.

Washington Street Railway Co.—Chartered July, 1894; municipal franchises granted in May, 1894, expire in May, 1934. The company was reorganized in Mar., 1896, and commenced operating by electricity in July, 1896. In Dec., 1898, this road was purchased by Z. F. Graham at Sheriff's sale.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 6 are motor cars and 2 trail cars; Lane & Bodley engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Owner & Gen. Man. Z. F. Graham, Elecn. F. L. Cadon.

GENERAL OFFICE, Washington, Ind.

Date of information, Jan., 1901. z

WASHINGTON, PA.

Population in 1880, 4,292, in 1890, 7,063, in 1900, 7,670.

Washington Electric Street Railway Co.—Chartered June 17, 1889. On Sept. 17, 1895, the Washington & Tylerdale Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT.—Authorized and issued, $125,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$19,213	$25,099	$27,701	26,656	$34,532
Operating expenses	12,684	15,880	18,474	16,541	250,084
Earnings from operation	6,529	9,219	9,227	10,115	9,448
Interest				6,250	6,250
Taxes					1,469
Net income				3,865	1,729

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$ 91,212	$ 91,252	$229,028	$229,028	$229,028
Equipment	37,122	35,654	35,654	35,654	35,654
Cash	2,074	76	.331	1,095	3,324
Open accounts	3,923	16,980	8,211	10,595	10,742
Materials and sup.			1,754	2,214	2,339
Machinery & tools.			3,401	3,350	3,365
Total	$134,330	$143,962	$278,379	$281,936	$284,452
LIABILITIES.					
Capital stock	$125,000	$125,000	$125,000	$125.000	$125,000
Funded debt			125,000	125,000	125,000
Accounts payable	1,584	3,211	3,402	3,094	3,881
Profit & loss (surp.)	7,746	15,751	24,977	28,842	30,571
Total	$134,330	$143,962	$278,379	$281,936	$284,452

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 48 lb. and 52 lb. rail; 12 motor cars; Gen. Elec. and West. dynamos and motors, Brill and New Castle cars.

OFFICERS.—Pres. F. J. Torrance, Sec. A. Kennedy, Treas. W. C. Hagan, Supt. Jas. Kent.

DIRECTORS.—T. B. Hutchinson, Wm. C. Hagan, Pittsburgh; A. Kennedy, F. J. Torrance, Allegheny, Pa.

Date of information, Mar., 1901. z

WATERBURY, CONN.

Population in 1880, 17,806, in 1890, 28,646, in 1900, 45,859.

Waterbury Traction Co.—This is now the Waterbury division of the Connecticut Ry. & Lighting Co. (For full report of this company see New Britain, Conn., p. 167.) A special charter granted by the State of Connecticut gave the traction company the privilege of conducting both a railway and an electric lighting business. The company is now controlled by the United Gas Improvement Co., of Philadelphia, through the Connecticut Ry. & Lighting Co.

OPERATION.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. end. June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.
Total receipts	$137,273	$145,114	$117,470	$182,219	$197,190
Operating expenses	72,278	86,150	67,907	105,351	101,961
Earns. from oper'n.	64,995	58,964	49,563	76,868	†95,229
Deduct. from earn.					
Interest	21,250	15,552	11,599	15,375	15,575
Taxes	6,163	4,365	7,880	7,130	8,159
Net income	37,582	39,047	30,084	54,363	71,495
Dividends paid	3,000	12,000	9,000	25,499	
To surplus account.	34,582	27,047	21,084	28,864	71,495
P.c.op.ex.to tot. rec.	52.6	59.4	57.8	57.8	50.2

† Not including $30,139 net receipts from lighting department.

BALANCE SHEET.—Dated

ASSETS.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30. 1900.
Cost of road and equip.	$ 840,277	$ 838,207	$ 864,464	$ 945,026
Cash assets	1,227	7,953		2,324
Cost of light plant	439,648	437,597	485,114	786,399
Materials on hand	13,011	14,378	20,115	21,841
Accounts receivable	15,528	8,167	27,903	10,645
Other assets	4,708	4,917	7,209	854
Total	$1,314,399	$1,311,219	$1,404,805	$1,767,089
LIABILITIES.				
Capital stock	$ 600,000	$ 600,000	$ 750,000	$ 750,000
Funded debt	600,000	600,000	600,000	600,000
Naugatuck capital acct.				226,000
Bills and accounts payable	20,099	40,350	36,716	69,171
Interest not due	12,500	5,000	5,000	5,000
Taxes not due	5,998	5,603	5,494	5,953
Other liabilities	797	797		1,736
Profit and loss (surplus)	75,005	59,469	7,595	109,229
Total	$1,314,399	$1,311,219	$1,404,805	$1,767,089

PLANT AND EQUIPMENT.—Miles of track (electric), 15.66; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 58 cars, of which 54 are motor cars and 4 trail cars; Dixon engines, Gen. Elec. dynamos and motors, Brill, L. & F., Newburyport and Stephenson cars.

OFFICERS.—Pres. R. A. C. Smith, Treas. A. M. Young, Sec. & Asst. Treas. H. G. Runkle, Gen. Man. J. E. Sewell.

DIRECTORS.—R. A. C. Smith, W. F. Sheehan, H. G. Runkle, 100 Broadway, N. Y. City; A. M. Young, M. J. Warner, Branford, Conn.; Randal Morgan, Philadelphia; D. S. Plume, George E. Terry, Waterbury; A. W. Paige, Bridgeport.

GENERAL OFFICE, Waterbury, Conn.

Date of information, Jan., 1901. b

WATERLOO, IA.

Population in 1880, 5,630, in 1890, 6,679, in 1900, 12,580.

Waterloo & Cedar Falls Rapid Transit Co.—Chartered in 1895. Municipal franchise granted in 1896. Annual meeting in Jan. In 1896 this company purchased the property of the Waterloo Street Ry. Co.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $50,000, issued, $25,000, held in treasury, $25,000; dated Dec. 1, 1900, due 1920; denom. $1,000; int. payable June and Dec., at office of Northern Trust Co., of Cleveland, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 horses; 21 motor cars, 5 trail cars and 7 freight cars; 1 dummy engine; West. and Fischer engines; West. and Triumph dynamos; West. motors, Pullman cars, McGuire and Peckham trucks.

OFFICERS.—Pres. & Gen. Man. L. S. Cass, V. Pres. & Treas. Peter J. Fosselman, Sec. J. F. Cass, Supt. Frank McDonald, Elecn. A. I. Woodring, Ch. Engr. & M. Mech. John Faucett.

DIRECTORS.—J. F. Cass, P. J. Fosselman, L. S. Cass.

GENERAL OFFICE, 615 Commercial St., Waterloo, Ia.

REFERENCE.—Description of road, Vol. XIV, Feb., '98, p. 73 (ill.).

Date of information, Mar., 1901. z

WATERLOO, ONT.

Population in 1890, 1,594, in 1900, 3,500. Berlin in 1900, 9,000.

Berlin & Waterloo Street Railway Co.

CAPITAL STOCK, authorized, $40,000, issued, $30,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $30,000; issued, $6,800; due 1908; denom., $100; int. payable Jan. 1 and July 1, at office of the company; trustee of mortgage, George Rumpel, Berlin, Ont.

OPERATION.—Year ending June 30, 1899.

Receipts from passengers	$11,877
" other sources	206
" total	12,083
Operating expenses including fixed charges	10,168
Net income	1,915
Dividends	1,200
Surplus	715

PLANT AND EQUIPMENT.—Miles of track (electric), 2.75; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Gen. Elec. and West. dynamos and motors, Can. Gen. Elec. and Ottawa cars, Peckham trucks; power rented.

OFFICERS.—Pres. W. H. Breithaupt, V. Pres. A. L. Breithaupt, Sec. Alex. Millar, Treas. & Gen. Man. T. E. McLelan.

DIRECTORS.—W. H. Breithaupt, A. L. Breithaupt, T. E. McLelan, Alex. Millar, Geo. Bruce.

GENERAL OFFICE, Waterloo, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51 (ill.).

Date of information, Feb., 1901. z

WATERTOWN, N. Y.

Population in 1880, 10,697, in 1890, 14,725, in 1900, 21,696.

Black River Traction Co.—Chartered Dec. 23, 1897. Annual meeting second Monday in Jan. This company is the successor to the Watertown & Brownsville Street R. R. Co., which was sold under foreclosure of mortgage in Dec., 1897. On July 1, 1899, this company leased the properties of the Dexter & Brownsville Street Ry. Co., at which time it had been completed.

CAPITAL STOCK, authorized and issued, $65,000.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, authorized and issued, $55,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	†1898.	1899.	1900.
Gross receipts	$24,979	$25,801	$12,287	$36,221	$51,370
Operating expenses	22,261	24,190	9,956	25,037	38,260
Earnings from operation	2,718	1,611	2,331	11,184	13,110
Deductions from earnings.					
Interest		443	875	2,750	3,650
Taxes	588	640	47	816	1,251
Other expenses					2,605
Net income	2,130	528	1,409	7,617	5,604
To surplus account	2,130	528		7,617	
Total surplus account	10,981	11,510	1,409	9,026	14,630

† Report of the Black River Traction Co., for six months ending June 30, 1898.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	†1898.	1899.	1900.
General expenses	$ 6,118	$ 5,058	$ 2,550	$ 4,124	$ 9,833
Transportation expenses	10,367	13,045	6,387	16,012	18,545
Maint. of way and bldgs.	2,008	2,918	291	2,828	5,370
" " equipment	3,769	3,169	728	2,069	4,512
Total	$22,261	$24,190	$ 9,956	$25,037	$38,260

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	†1898.	1899.	1900.
Revenue passengers carried	580,425	259,582	845,170	1,028,868
Transfer " "			94,963	105,327
Car miles run	319,375	137,604	316,700	399,500
Gross receipts per car mile	$.081	$.089	$.114	$.128
Operating expenses per car mile	.076	.072	.079	.096

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$225,542	$120,132	$136,724	147,091
" equipment	50,329			
Stock of this company	15,400			
Bonds of this company	50,000			
Cash on hand				444
Current assets	11,853	2,464	4,134	8,616
Material and supplies				500
Prepaid insurance				2,000
Total	$353,124	$122,596	$140,958	$158,651

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$100,000	$65,000	$65,000	$65,000
Funded debt	160,000	55,000	55,000	55,000
Loans	55,575	1,187	11,931	24,021
Accounts payable	15,639			
Receiver's certificates	10,400			
Profit and loss (surplus)	11,510	1,409	9,027	14,630
Total	$353,124	$122,596	$140,958	$158,651

PLANT AND EQUIPMENT.—Miles of track (electric), 10.47; gauge, 4 ft. 8½ in.; 56 lb. and 72 lb. girder and T rail; 27 motor and 10 trail cars; 400 H. P. dynamos, Gen. Elec. and Steel dynamos and motors, Stephenson cars, Brill trucks; water power.

OFFICERS.—Pres. J. A. Lebkuecher, Newark, N. J.; Sec. Geo. H. Walker, Treas. N. J. Wardewell, Gen. Man. S. R. Smith.

DIRECTORS.—Julius A. Lebkuecher, C. W. Riker, George Krementz, Newark, N. J.; G. H. Walker, N. P. Wardewell, H. F. Inglehart, Watertown, N. Y.; B. Van Wagenen, South Orange, N. J.

GENERAL OFFICE, 172 Main St., Watertown, N. Y.

REFERENCE.—Description of car house, Vol. IX, Jan., '93, p. 1 (ill.).

Date of information, Dec., 1900. b

WATERVILLE, ME.

Population in 1880, 4,672, in 1890, 7,107, in 1900, 9,477.

Waterville & Fairfield Railway & Light Co.—Chartered 1891. This is a consolidation of the Waterville & Fairfield R. R. Co., the Waterville Electric Light & Power Co. and the Fairfield Electric Light & Power Co. This company was being reorganized, and it was therefore impossible to give an operating report for the year 1897.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—$240,000, as follows: First mortgage 5 p. c. bonds, authorized, $240,000, issued, Series A, 40,000, Series B, $157,500 (see note); in escrow, Series B, $42,500; dated 1897, due 1917; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Waterville & Fairfield R. R. Co.'s 6 p. c. bonds; outstanding $17,000, due 1909.

Waterville Electric Light & Power Co.'s 6 p. c. bonds; outstanding $22,500; due 1908.

Real estate mortgage, $4,732.

NOTE.—In Dec., 1897, the $200,000 of old 6 p. c. mortgage bonds were voluntarily surrendered, and the new bonds issued. In addition to the Series B issue, $39,500 are held by trustee to retire the underlying 6 p. c. bonds described above, which are a first lien upon the property; $1,000 are held by trustee to retire old Railway and Light bonds not presented, and $2,000 are held as security for loan.

OPERATION.—Year ending June 30,	1898.	† 1899.	1900.
Receipts from passengers	$20,133	$19,881	$22,781
" " other sources	75	24,886	21,778
" total	20,208	44,747	43,559
Operating expenses	13,321	28,787	29,664
Earnings from operation	6,887	15,960	13,895
Deductions from earnings.			
Interest		12,660	13,009
Taxes		1,042	1,921
Net income		2,258	*1,035
To surplus account		2,258	
Total "		1,350	315

† Includes railway, light and power operation.
* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried	397,615	430,276
Car miles run	103,740	103,816
Total receipts per car mile	$.431	$.419
Operating expenses per car mile	.276	.286

BALANCE SHEET, including lighting plant.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road, equipment, lighting plant, land, buildings	$300,000	$249,756	$267,247
Current assets	117,000	2,724	9,713
Materials and supplies			832
Suspense account		200,000	200,000
Total	$417,000	$452,480	$477,792

LIABILITIES.	1898.	1899.	1900.
Capital stock	$200,000	$200,000	$200,000
Funded debt	217,000	237,000	240,000
Mortgage		4,732	4,732
Current liabilities		7,582	25,714
Accrued liabilities		1,859	7,031
Profit and loss (surplus)		1,307	315
	$417,000	$452,480	$477,792

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 motor cars; 500 H. P. station plant (auxilliary); West. dynamos and motors; water power.

OFFICERS.—Pres. George K. Boutelle, Sec. & Treas. H. D. Bates, Gen. Man. W. S. Wyman.

DIRECTORS.—George K. Boutelle, Waterville, Me.; Elias Milliken, Augusta, Me.; W. S. Spaulding, Henry R. Reed, Boston; Clarence A. Leighton, Thomaston, Me.

GENERAL OFFICE, Waterville, Me.

REFERENCE.—Annual report, Vol. IX, Dec., '93, p. 842.

Date of information, Mar., 1901. z

WAUPACA, WIS.

Population in 1890, 2,127, in 1900, 3,000.

Waupaca Electric Light & Railway Co.—State charter granted 1898 in perpetuity; municipal franchise granted 1898 for 50 years. Annual meeting in June. The lighting plant of this company has been in operation since 1888. The railway was placed in operation July 17, 1899, as an interurban road, and is not operated during the winter months.

CAPITAL STOCK, authorized, $75,000, issued, $39,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $42,000; dated June 1, 1898, due $2,000 annually, beginning Nov. 1, 1899; denom. $1,000; int. payable May and Nov., at office of American Exchange National Bank in New York City; trustee of mortgage, Milwaukee Trust Co., of Milwaukee, Wis.

OPERATION.—July 17 to Dec. 31, 1899.

Receipts from passengers	$2 879
" " other sources	6,107
" total	8,986
Operating expenses	3,996
Earnings from operation	4,990
Deductions from earnings.	
Interest on bonds	1,260
" " floating debt	225
Taxes	180
Rental	20
Net income	3,305
Per cent. operating expenses to gross receipts	44.4

BALANCE SHEET.—Dated Mar. 1, 1900.

Assets.		Liabilities.	
Cost of road	$40,409	Capital stock	$39,000
" equipment	10,000	Funded debt	40,000
" lighting plant	35,112	Accrued interest	800
Cash	643	Bills and accounts payable	6,341
Material and supplies	483	Other liabilities	506
Total	$86,647	Total	$86,647

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8½ in.; 50 lb. rail; 9 cars, of which 4 are motor cars, 3 trail cars and 2 freight cars; 350 H. P. station plant (200 water and 150 steam power); Erie City engine, Leffell water wheel, Woods and Brush generators, Gen. Elec. motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. Irving P. Lord, V. Pres. G. B. Lord, Sec. & Treas. W. B. Baker, Supt. & Elecn. J. Nanson, Ch. Engr. G. Steinhagen.

DIRECTORS.—Irving P. Lord, G. B. Lord, W. B. Baker.

Date of information, Apr., 1900. z

WAVERLY, N. Y.

Population in 1900, 4,465.

Waverly, Sayre & Athens Traction Co.—Chartered under the laws of Pennsylvania, Jan. 23, 1893. Three miles of this line are built in New York State and six miles in Pennsylvania.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Jan. 1. 1895, due 1925; denom. $1,000; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$10,969	$11,866	$10,747	$11,448	$13,423
Operating expenses	6,563	6,774	6,314	11,123	19,962
Earnings from operation.	4,406	5,092	4,433	325	*6,539
Deduc. from earnings.					
Interest	2,250	2,250	2,250	2,250	2,250
Taxes	196	200	240	169	212
Net income	1,960	2,642	1,943	*2,094	*8,955

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$115,958	$121,253	$125,704	$125,704	$125,704
" equipment.	56,620	57,447	57,447	57,447	57,447
Cash	1,960	603			
Open accounts	177,422	*175,300	*173,395	171,400	171,354
Total	$351,960	$354,603	$356,546	$354,551	$354,505
LIABILITIES.					
Capital stock	$200,000	$200,000	$200,000	$200,000	$200,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Profit and loss (sur.)	1,960	4,603	6,546	4,451	4,505
Total	$351,960	$354,603	$356,546	$354,551	$354,505

*Of this amount, $172,578 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 9, 6 in Pennsylvania, 3 in New York; 11 motor cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. F. M. Stephens, Sec. & Treas. A. C. Wade, Supt. W. E. Case.

DIRECTORS.—A. N. Broadhead, A. C. Wade, S. B. Broadhead, William Broadhead, Jamestown, N. Y.; F. M. Stephens, New York, N. Y.; F. K. Harris, Athens, N. Y., M. Quigley, W. L. Watrous, W. E. Case, Waverly, N. Y.; J. N. Weaver, Sayre, Pa.

GENERAL OFFICE, Waverly, N. Y.

Date of information, Feb., 1901. b

WAXAHACHIE, TEX.

Population in 1880, 1,354, in 1890, 3,076, in 1900, 4,215.

Waxahachie Street Railway Co.—Chartered Sept., 1887. Annual meeting first Tuesday in Sept. This road is operated jointly with the Lake Park Ry.

CAPITAL STOCK, authorized, $20,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 32 horses, 8 horse cars.

OFFICERS.—Pres. T. A. Ferris, V. Pres. M. B. Templeton, Sec. Treas. Gen. Man. & Pur. Agt. W. E. Coleman.

Date of information, Feb., 1901. d

WEATHERFORD, TEX.

Population in 1880, 2,046, in 1890, 3,314, in 1900, 4,786.

Weatherford City & Suburban Railroad Co.—No direct report of this company has been received since Jan., 1894.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 16 lb. and 20 lb. T rail; 17 horses, 6 horse cars.

OFFICERS.—Pres. G. P. Levy, Supt. G. B. Willbanks.

Date of information, Jan., 1901. d

WEBB CITY, MO.

Population in 1880, 1,588, in 1890, 5,043, in 1900, 9,201.

Southwest Missouri Electric Railway Co—On Sept. 1, 1896, this company acquired, by purchase, the Joplin & Galena Electric Ry. Co., which company owned and operated an electric railway in Joplin, Mo., extending thence to Galena, Kan. This company also acquired, by purchase, the Jasper County Electric R. R. Co., which company owned and operated an electric railway in Carthage, Mo., extending thence to Carterville, Mo. The lines of the Southwest Missouri Electric Ry. Co. now connect Carthage, Carterville, Webb City and Joplin, Mo., and Galena, Kan., with branch lines running from Joplin to East Joplin, and from Carterville to Prosperity, and serve a population of about 100,000.

CAPITAL STOCK, authorized and issued, $800,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered. Of these bonds, $200,000 cover the original property of the Southwest Missouri Electric Ry. Co., Prosperity to Joplin; dated Mar. 1, 1893, subject to call Mar. 1 of any year after 1903; int. payable Mar. and Sept.; $120,000 cover the property acquired from the Joplin & Galena Electric Ry. Co., Joplin to Galena; dated July 1, 1896, subject to call July 1 of any year after 1903, int. payable Jan. and July; $180,000 cover the property acquired from the Jasper County Electric R. R. Co., Carthage to Carterville; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable Jan. and July. Denom. of all bonds, $500; int. and principal of all bonds payable at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $300,000 (mortgage covering all property), dated Nov. 1, 1899, due on call after Nov. 1, 1902; denom. $1,000; int. payable at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

OPERATION.—Year ending Aug. 31,

	1896.	1897.	1898.	1899.	1900.
Total receipts	$58,171	$117,128	$115,050	$166,377	$213,865
Op. ex. inc. taxes and ins.	34,589	62,873	*71,930	91,509	124,461
Earnings from oper.	23,582	54,255	43,120	74,868	89,404
Deduct. from earnings					
Interest on bonds	9,928	28,333	30,000	30,566	35,250
Net income	9,254	25,922	13,120	44,302	54.154
P. c. op. exp. to tot. rec.	59.46	53.67	62.52	55.00	58.19

*Total expenses.

PLANT AND EQUIPMENT.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 48 lb. to 75 lb. T and girder rail; 43 motor cars; Cooper and Bates engines, Gen. Elec., Walker and West. dynamos and motors, Laclede, St. Louis, Jackson & Sharp, and American cars, Brill, Peckham, American, Jackson & Sharp and McGuire trucks, one power station, 4 sub-stations, three-phase system of 11,000 volts.

OFFICERS.—Pres. & Treas. A. H. Rogers, V. Pres. E. Z. Wallower, Sec. A. G. Knisely, Supts. E. J. Pratt, Motive Power; C. E. Baker, Transportation; J. M. Maret, Construction, H. T. Morrison, Repairs.

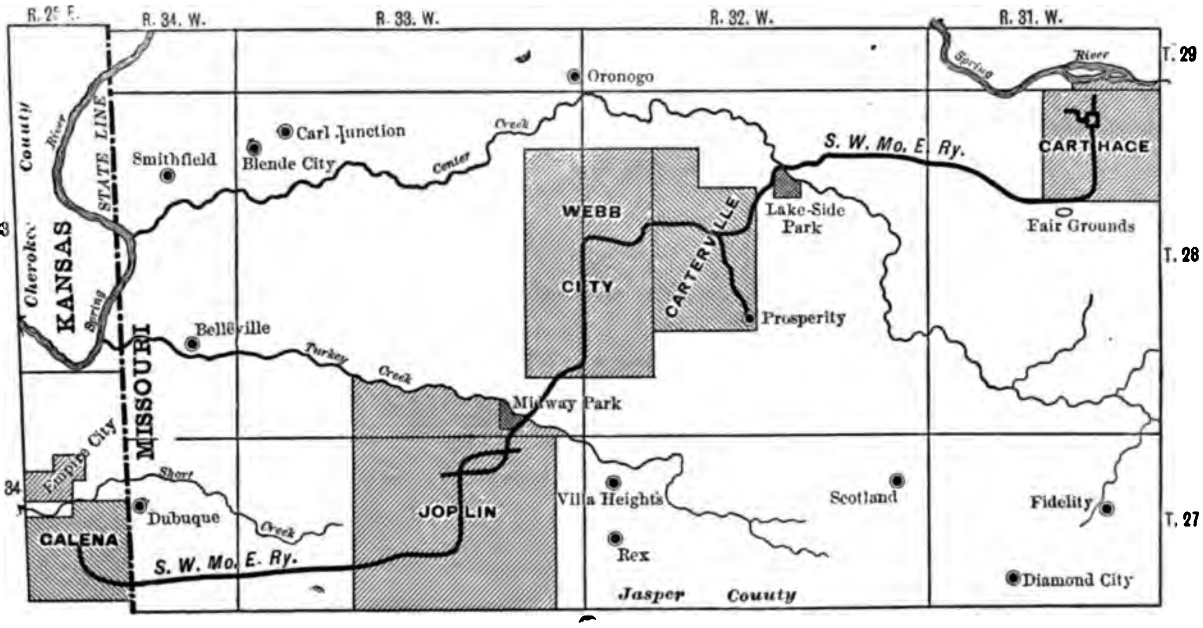
DIRECTORS.—W. W. Calhoon, J. F. Harrison, Carthage, Mo.; A. H. Rogers, Joplin, Mo.; E. Z. Wallower, A. G. Knisely, E. S. Herman, J. F. Hutchinson, Harrisburg, Pa.; E. C. Felton, Philadelphia, Pa.; E. B. Schermerhorn, Gelena, Kan.

GENERAL OFFICE, Webb City, Mo. Branch office, Harrisburg, Pa.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150; operating detail (brief), Vol. XIII, Mar., '97, p. 154; description of park at Lakeside, Mo., Vol. XV, May, '99, p. 30 (ill.); description of road, Vol. XV, May, '99, p. 281 (ill.); improvements of system, Vol. XVI, Aug. 4, '00, p. 690 (ill. and map).

Date of information, Mar., 1901. z

For map of road see this page.



MAP SHOWING THE LINES OF THE SOUTHWEST MISSOURI ELECTRIC RAILWAY CO.

WEBSTER, MASS.

Population in 1880, 5,696; in 1890, 7,031, in 1900, 8,804.

Webster & Dudley Street Railroad Co.—This company was incorporated Oct., 1897, municipal franchise granted Feb. 14, 1898. Annual meeting first Saturday in Apr., and commenced operation of its road June 15, 1898.

CAPITAL STOCK, authorized and issued, $50,000.

OPERATION.—Year ending Sept. 30,

	1899.	1900.
Gross receipts	$12,467	$15,738
Operating expenses	13,264	14,820
Earnings from operation	*797	918
Deductions from earnings		
Interest		801
Taxes		932
Net income		*815
Total surplus		*682

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried	258,691	243,947
Car miles run	71,717	87,680
Total receipts per car mile	$.173	$.179
Operating expenses per car mile	.185	.171

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$38,774	$47,333	$47,740
" " equipment		12,405	12,766
Other permanent investments	6,032	7,239	7,239
Cash and current assets	780	990	2,073
Profit and loss (deficit)			682
Total	$45,586	$67,967	$70,500
LIABILITIES.			
Capital stock	$44,225	$50,000	$50,000
Current liabilities	78	17,835	20,500
Profit and loss (surplus)	1,283	132	
Total	$45,586	$67,967	$70,500

PLANT AND EQUIPMENT.—Miles of track (electric) 5.22; 8 motor cars; 250 H. P. station plant; Ft. Wayne generators, West. Gen. Elec. and Lorain motors, Wason and Jones cars, Peckham trucks.

OFFICERS.—Pres. L. R. Eddy, V. Pres. E. N. Bigelow, Sec. Charles Haggerty, Treas. Supt. & Pur. Agt. J. B. Potter.

DIRECTORS.—Lyman R. Eddy, Elisha N. Bigelow, John Flint, Charles Haggerty, J. B. Potter, Webster, Mass.; Edwin N. Sanderson Putnam, Conn.; Henry E. Back, Danielson, Conn.; George M. Cole, Plattsburgh, N. Y.; Henry J. Conant, Boston, Mass.

GENERAL OFFICE, 95 Main St., Webster, Mass.

Date of information, Mar., 1901. z

WELLSTON, O.

Population in 1890, 4,377, in 1900, 8,045.

Wellston & Jackson Belt Railway Co.—This company owns an electric and steam railway, doing a freight and passenger business which is operated by the Hocking Valley Railway Co., (steam) of Columbus, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 10, steam 7.5; gauge 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 5 trail cars.

OFFICERS.—Pres. N. Monsarrat, V. Pres. C. O. Hunter, Sec. & Treas. W. N. Cott, Gen. Supt. M. S. Connors, Columbus; Pur. Agt. C. B. Duffey, Ch. Engr. W. Michaels, Elecn. E. Gillingham.

GENERAL OFFICE, Wellston, O.

Date of information Dec., 1900. d

WESTBOROUGH, MASS.

Population in 1880, 5,214, in 1890, 5,195, in 1900, 5,400.

Marlborough & Westborough Street Railway Co.—Chartered by special grant 1896. This company is now constructing an electric railway connecting Marlborough and Westborough and will place the road in operation early in 1901.

CAPITAL STOCK, authorized, $90,000, paid in Sept. 30, 1900, $46,100.

COST OF ROAD, to Sept. 30, 1900, $73,990.

OFFICERS.—Pres. William N. Davenport, V. Pres. Edward F. Blodgett, Sec. Arthur M. Bridgeman, Treas. Walter R. Dame, Supt. H. C. Garfield, Westborough.

DIRECTORS.—Wm. M. Davenport, Marlborough; Edward F. Blodgett, Leominster; Arthur M. Bridgeman, Stoughton; Marcus A. Coolidge, Fitchburg; Charles S. Henry, Edwin B. Harvey, George W. Mantle, Westborough.

GENERAL OFFICE, Westborough, Mass.

Date of information, Jan., 1901. b

Westborough & Worcester Street Railway Co.—Chartered May 29, 1900. This company has commenced construction work on its electric railway connecting Westborough and Worcester, and expects to be in operation early in 1901.

CAPITAL STOCK, authorized, $60,000; paid in Sept. 30, 1900, $30,000.

Cost of road to Sept. 30, 1900, $36,508.

OFFICERS.—Pres. Edward F. Blodgett, V. Pres. Geo. R. Damon, Sec. & Counsel A. F. Brown, Treas. Walter R. Dame, Supt. Harry C. Garfield.

DIRECTORS.—Edward F. Blodgett, Alexander S. Paton, Leominster; Micajah P. Clough, Lynn; M. A. Coolidge, Fitchburg; Geo. R. Damon, A. F. Brown, Walter R. Dame.

GENERAL OFFICE, Westborough, Mass.

Date of information, Jan., 1901 b

WESTBROOK, ME.

Population in 1880, 3,981, in 1890, 6,632, in 1900, 7,283.

Westbrook, Windham & Naples Railway Co.—This company operates an electric railway in and between Westbrook and Gorham. In Jan., 1901, the property was purchased by the Portland R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $27,700; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $56,000; dated, July 1, 1899, due 1919; denom. $1,000, 5 p. c. income bonds, issued, $24,000, due July 1, 1919.

OPERATION.—Year ending June 30, 1900.

Receipts from passengers	$8,019
" " other sources	1,351
" total	9,360
Operating expenses	6,387
Earnings from operation	2,973
Interest	1,794
Net income	1,179

BALANCE SHEET.—Dated June 30, 1900.

Assets.		Liabilities.	
Cost of road	$106,065	Capital stock	$27,700
" equipment	11,356	Funded debt	80,000
Other perm. investments.	3,424	Loans and bills payable.	13,382
Cash and current assets.	1,416	Profit and loss (surplus).	1,179
Total	$122,251	Total	$122,261

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 5.87, under construction June 30, 1900, 10; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 cars of which 4 are motor cars and 2 trail cars; 1-200 K.W. West. generator, West. motors, American and Laconia cars.

OFFICERS.—Pres. J. C. Scates, V. Pres. E. B. Winslow, Sec. C. B. Woodman, Treas. Russell D. Woodman, Gen. Man. C. M. Waterhouse, Supt. A. F. Coffin.

DIRECTORS.—John C. Scates, Charles M. Waterhouse, Charles B. Woodman, Russel D. Woodman, Westbrook; Henry P. Cox, George Burnham, Jr., James F. Hawkes, Portland, Me.

GENERAL OFFICE.—Westbrook, Me.

Date of information, Mar., 1901. z

WEST CHESTER, PA.

Population in 1880, 7,046, in 1890, 8,028, in 1900, 9,524.

West Chester Street Railway Co.—Chartered Aug. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $30,000; dated, Oct. 1, 1891, due 1911.

Real estate mortgage, 5 p. c., $4,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$15,962	$17,176	$16,551	$16,420	$16,489
Op. exp. (including int.)	12,853	15,809	15,381	13,885	19,962
Earnings from operation	3,100	1,367	1,170	2,535	*3,473
Deduction from earnings.					
Interest				2,328	1,700
Taxes				1,128	2,940
Other deductions					1,613
Net income				*921	*9,726

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip.	$121,063	$121,063	$121,398	$121,526	$119,869
Cash on hand	640	612	810	724	3,284
Other assets	918	1,859	1,375	1,547	1,785
Total	$122,621	$123,533	$123,583	$123,797	$124,938
LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	34,000	34,000	34,000	34,000	34,000
Bills payable	16,400	17,059	14,700	13,700	13,700
Accounts payable		1,881	1,740	2,875	13,415
Accrued interest	433	456	477	477	803
Profit and loss (surp)	11,129	12,496	13,666	12,745	3,020
Total	$122,621	$123,533	$123,583	$123,797	$124,938

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 45 lb. and 60 lb. girder and flat rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Joseph S. Harris, Sec. W. R. Taylor, Treas. W. A. Church, Compt. D. Jones, Pur. Agt. J. D. Landers, Supt. A. G. McCausland,

DIRECTORS.—R. T. Cornwell, M. H. Matlack, J. C. Hayes, A. G. McCausland.

GENERAL OFFICE, Philadelphia, Pa.

REFERENCES.—Description of road, Vol. VII., Apr., '91, p. 302; report, Vol. IX, Feb., '93, p. 129.

Date of information, Mar., 1901. z

WESTERLY, R. I.

Population in 1880, 6,104, in 1890, 6,813, in 1900, 7,541.

Pawcatuck Valley Street Railway Co.—Chartered May 25, 1893.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rec'pts from passeng.	$17,708	$15,569	$15,431	$16,431	$17,988
" other sources.	678	775	809	1,097	989
" total	18,386	16,344	16,240	17,528	18,977
Operating expenses	9,776	8,545	8,712	8,267	10,227
Earnings from operat.	8,610	7,799	7,528	9,261	8,750
Deductions from earnings.					
Interest	5,226	5,337	5,575	5,567	5,430
Taxes	574	535	1,014	582	608
Net income	2,810	1,926	938	3,112	2,712
Dividends		3,000	2,250	1,875	
Total surplus account	4,143	3,069	1,757	1,517	5,706

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction	$125,714	$125,714	$129,350	$129,350	$129,497
Equipment	17,414	17,443	17,663	17,663	19,661
Other assets	41,315	42,912	41,744	41,004	43,898
Total	$184,443	$186,069	$188,757	$188,017	$193,056
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Floating debt	5,300	8,000	12,000	11,500	12,350
Profit and loss (surpl.)	4,143	3,069	1,757	1,517	5,706
Total	$184,443	$186,069	$188,757	$188,017	$193,056

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Wm. Hoxsey, Sec. Treas. Gen. Man. & Pur. Agt. E. P. Shaw, Jr., Supt. Geo. W. Steadman.

DIRECTORS.—John Champlin, William Hoxsey, S. H. Cross, of Westerly; Solomon Lucas, of Norwich; E. P. Shaw, E. P. Shaw, Jr., of Newburyport; A. S. Paton, of Leominster, Mass., Geo. A. Butman.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Mar., 1901. b

WESTFIELD, MASS.

Population in 1880, 7,587, in 1890, 9,805, 1900, 12,310.

Woronoco Street Railway Co.—The Highland Street Ry. Co. was consolidated with this company on May 18, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $75,000; dated Jan. 1, 1900, due 1920; denom. $1,000.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$20,419	$20,117	$22,977	$27,207	$54,772
Operating expenses	12,646	17,375	21,045	21,993	37,172
Earnings from operat'n.	7,773	2,743	1,932	5,214	17,600

Deduct's from earnings.	1896.	1897.	1898.	1899.	1900.
Interest	1,434	1,983	2,147	2,235	2,920
Taxes	194	626	677	793	1,041
Other deductions			1,239	1,518	1,578
Net income	6,145	134	*2,131	668	12,061
Dividends					4,500
To surplus account					7,561
Credits to profit & loss.					2,000
Total surplus account	2,336	2,469	*4,919	*4,251	5,310

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 986	$ 1,654	$ 1,874	$ 2,327	$ 2,995
Transportation expenses	11,200	14,184	16,585	15,813	25,581
Maint'ce of way & bldgs.	260	990	1,337	1,527	3,138
" " equip't.	200	546	1,249	2,326	5,458
Total	$12,646	$17,375	$21,045	$21,993	$37,172

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	346,055	416,481	485,636	563,563	1,088,543
Car miles run	88,490	113,888	257,497	217,523	366,408
Gross receipts p. car mile	$.231	$.177	$.089	$.125	$.149
Operat'g exp. p. car mile	.142	.153	.081	.101	.101

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1889.	1900.
Cost of road	$44,263	$52,614	$71,271	$74,005	$137,970
" equipment	14,093	15,222	19,389	27,921	55,396
Other permanent invest.	29,609	30,773	24,618	27,543	47,086
Cash and current assets.	691	483	866	64,710	5,678
Other assets	411	50		882	1,322
Profit and loss (deficit)			4,919	4,251	
Total	$89,067	$99,142	$121,063	$199,312	$247,452
LIABILITIES.					
Capital stock	$50,000	$50,000	$75,000	$150,000	$150,000
Funded debt			35,000	35,000	75,000
Floating debt	36,732	46,673	11,063	14,312	17,142
Profit and loss (surplus).	2,336	2,469			5,310
Total	$89,067	$99,142	$121,063	$199,312	$247,452

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 24 motor cars; Woodbury engines, West. dynamos and motors, Jones and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Jas. H. Bryan, Sec. & Treas. Chas. J. Little, Supt. Robert P. Lee, Elecn. Geo. M. Church.

DIRECTORS.—R. B. Crane, D. L. Gillett, Henry W. Ely, Jas. H. Bryan, Henry M. Van Dusen, Charles J. Little, L. S. Stowe, R. D. Gillett, J. A. Crane.

Date of information, Jan., 1901. b

WESTFIELD, N. Y.

Population in 1890, 1,983, in 1900, 2,430.

Westfield, Mayville & Chautauqua Motor Railroad Co.—Chartered Apr. 5, 1897, annual meeting July 19, each year. This company was organized to construct an electric railway connecting Westfield, Mayville and Chautauqua Lake points, but has not as yet commenced construction of its road.

CAPITAL STOCK, $150,000.

OFFICER, Pres. William L. Minton (Westfield).

Date of information, Dec., 1900. b

WESTPORT, CONN.

Population in 1880, 3,477, in 1890, 3,715, in 1900, 4,017.

Westport & Saugatuck Street Railway Co.—Chartered Mar., 1876. Annual meeting, first Tuesday in Mar. The capital stock of this company is now controlled by the United Gas Improvement Co., of Philadelphia, through the Connecticut Railway & Lighting Co., of New Britain, Conn.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $26,000, issued, $9,800; due 1916; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,			9 mos. ending June 30,	Year ending June 30,	
	1896.	1897.	1898.	1899.	1900.
Total receipts	$6,549	$7,716	$4,041	$6,368	$8,934
Operating expenses	6,241	7,858	7,113	6,309	5,731
Earnings from oper.	308	*141	*3,072	59	3,203
Deduc. from earn.					
Taxes	150	452	460	510	541
Interest		1,109	873	1,596	1,348
Net income	158	*1,702	*4,405	*2,047	1,314

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried	125,214	108,028
Car miles run	58,757	52,732
Total receipts per car mile	$.108	$.169
Operating expenses per car mile	.107	.108

BALANCE SHEET.—Dated Sept. 30.			June 30,		
ASSETS.	1896.	1897.	1898.	1899.	1900.
Construction account	$61,034	$65,562	$68,433	$68,433	$68,699
Equipment account	8,301	11,922	9,522	9,522	9,522
Cash on hand	14	5	42	32	846
Material on hand	1,619	2,542	2,542	2.542	
Accounts receivable	376	130	130	130	144
Other assets		690	690	690	2,984
Profit and loss (deficit)		3,126	7,033	10,414	9,544
Total	$71,344	$83,976	$88,392	$91,763	$91,739
LIABILITIES.					
Capital stock	$40,000	$40,000	$40,000	$40,000	$40,000
Funded debt	6,100	8,800	9,800	9,800	9,800
Unfunded debt	16,661	30,541	32,545	41,090	34,532
Accounts payable	8,469	4,635	6,047	873	6,797
Arofit and loss (surplus)	114				
Pccrued liabilities					610
Total	$71,344	$83,976	$88,392	$91,763	$91,739

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; West. engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. A. M. Young, V. Pres. Randall Morgan, Sec. H. G. Runkle, Treas. Lewis Lillie, Gen. Man. Walton Clark, Supt. J. E. Sewell, Waterbury.

DIRECTORS.—A. M. Young, R. Morgan, H. G. Runkle, M. J. Wagner, A. W. Paige.

GENERAL OFFICE, Westport, Conn.

Date of information, Mar., 1901. z

WEST SUPERIOR, WIS.

Population in 1890, 11,983.

Superior Rapid Transit Railway Co.—Chartered Aug. 1, 1892. On Jan. 28, 1896, this property was placed in the hands of receivers. On Aug. 12, 1900, this company was consolidated into the Duluth-Superior Traction Co., of Duluth, Minn.

Date of information, Feb., 1901. d x

WESTWOOD, MASS.

Population in 1890 (part of Dedham), in 1900, 1,112.

Medfield & Medway Street Railway Co.—Chartered Oct. 21, 1899. Commenced operation of electric railway in Medfield, Millis, Medway and Franklin on Feb. 26, 1900.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July.

OPERATION.—Period from Feb. 26 to Sept. 30, 1900.

Gross receipts	$13,524
Operating expenses	8,833
Earnings from operation	4,691
Deductions from earnings.	
Interest	833
Net income	3,858

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$208,684	Capital stock	$100,000
" equipment	15,573	Funded debt	100,000
Other permanent invests.	1,292	Accounts payable	27,985
Cash	7,544	Other liabilities	1,250
		Profit and loss (surplus)	3,858
Total	$233,093	Total	$233,093

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 60 lb. rail; 10 motor cars, 2 snow plows; Gen. Elec. generators and motors.

OFFICERS.—Pres. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gore, Supt. Ezra E. Savage, Westwood.

DIRECTORS.—John F. Merrill, Quincy; James A. Fitton, George W. Whitney, Dorchester; Frederick S. Gore, 54 Kilby St., Boston; Joseph J. Feeley, Walpole; Rufus G. Fairbanks, West Medway; Henry J. Dunn, Medfield.

GENERAL OFFICE, Westwood, Mass.

Date of information, Mar., 1901. z

WHEELING, W. VA.

Population in 1880, 30,737, in 1890, 34,552, in 1900, 38,878.

Wheeling Traction Co.—Incorporated Oct., 1900. This company is a consolidation on Jan. 1, 1901, of the Wheeling Ry. Co., the Bellaire, Bridgeport & Martin's Ferry Street Ry. Co. and the Moundsville, Benwood & Wheeling Ry. Co. This company owns a controlling interest in and operates the Citizens' Street Ry. Co. under a 99 year lease from Aug. 10, 1892, at an annual rental of $6,000.

Capital Stock, authorized, $2,000,000, issued, $1,825,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $2,500,000, issued, $1,324,000; dated Jan. 1, 1901, due 1931; denom. $500 and $1,000; coupon, but may be registered; subject to call on 30 days notice at 105; int. payable Jan. and July, at office of Western Reserve Trust Co., of Cleveland, trustee of mortgage.

PRIOR LIENS.

Wheeling Ry. Co's first mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000 Sept. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co. of New York, trustee of mortgage.

Bellaire, Bridgeport & Martin's Ferry St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Oct. 1, 1893, due 1913, but subject to call on and after Oct. 1, 1908; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Wheeling Ry. Co., of Wheeling, W. Va.

Note.—$3,000 per annum must be passed to a sinking fund in 1900 and thereafter.

Moundsville, Benwood & Wheeling Ry. Co's first mortgage 6 p. c. gold coupon bonds, authorized, $100,000; dated Oct. 1, 1897, due 1917; denom. $500; int. payable April and Oct., at office of Germania Half Dollar Savings Bank, of Wheeling, W. Va., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 38.5; gauge 5 ft. 2½ in.; 76 lb. and 85 lb. girder rail; 80 motor cars; 2,450 H. P. station plant; Cooper, Corliss, Buckeye, and Ball engines, West and Gen. Elec. dynamos and motors, Brill, Barney & Smith and St. Louis cars, Brill trucks.

Officers.—Pres. T. H. Conderman, 1st V. Pres. B. W. Peterson, 2d V. Pres. J. J. Halloway, Sec. & Treas. W. A. Shirley, Gen. Supt. S. Kirker.

Reference.—Description of road, Vol. X, Apr., '94, p. 219 (ill.).

Date of information, Mar., 1901. z

Moundsville, Benwood & Wheeling Railway Co.—Chartered May 27, 1895, in perpetuity. On Jan. 1, 1901, this company was consolidated into the Wheeling Traction Co.

Date of information, Mar., 1901. z

Wheeling & Elm Grove Railroad.—Chartered Apr. 3, 1874. Annual meeting second Thursday in Jan. This road has been changed from a steam road to a double-track electric railway from Wheeling to Elm Grove. In Mar., 1901, this company consolidated the Wheeling Suburban R. R. Co., the Suburban Light, Heat & Power Co., and the Wheeling Park Association under its own name. Details have not been announced.

Capital Stock.—Common stock, authorized, $150,000, issued, $67,800; preferred stock, authorized, $200,000, issued, $160,200; par values, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $225,000; dated Mar. 1, 1898, due 1928; denom. $500; int. payable at office of Bank of Wheeling; George Hook, trustee.

Note.—In 1901 a meeting of stockholders was called for Mar. 13 to authorize the issue of a new mortgage for $1,250,000, to be dated Apr. 1, 1901.

Operation.—Year ending Dec. 31, 1900.

Receipts from passengers	$82,602
" " other sources	4,968
" total	87,570
Operating expenses and taxes	49,901
Earnings from operation	37,669
Deductions from earnings	18,159
Interest	14,843
Net income	4,667
Dividends	8,010
To surplus account	*3,343

*Deficit.

Balance Sheet.—Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of road	$335,285	Capital stock	$228,000
" equipment	129,965	Funded debt	225,000
Other permanent invest.	45,765		8,422
Cash	3,623	Accrued interest	62,500
Accounts receivable	250		
Other assets	5,691		
Profit and loss (deficit)	3,343		
Total	$523,922	Total	$523,922

Plant and Equipment.—Miles of track (electric), 14.3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 horse, 30 motor cars, 2 freight cars and 1 baggage car.

Officers.—Pres. P. O. Reymann, Sec. & Treas. Wm. Carle, Gen. Man. W. S. Wright. Ch. Engr. Gilmore Brown.

General Office, 16th St., Wheeling, W. Va.

Date of information, Mar., 1901. z

Wheeling Suburban Railroad Co.—Chartered in 1897, to build an electric railway from Elm Grove to Triadelphia. In Mar., 1901, this company was consolidated with the Wheeling & Elm Grove R. R. Co.

Funded Debt.—First mortgage bonds, issued, $20,000 (guaranteed by the Wheeling & Elm Grove R. R. Co.).

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 1 motor car.

Officers.—Pres. A. Reymann, Sec. Paul O. Rayman, Gen. Man. H. E. Weisgerber.

General Office, Wheeling, W. Va.

Date of information, Mar., 1901. z

Wheeling & Wellsburg Railway Co.—This company has secured franchises to build an electric railway from Wheeling to Lazearville, a distance of six miles; construction work, it is reported has been commenced.

Officers.—Pres. H. Hazlett, V. Pres. J. G. Welty, Sec. & Treas. John Arbenz.

General Office, 1120 Market St., Wheeling, W. Va.

Date of information, Jan., 1901. z

WHITE PLAINS, N. Y.

Population in 1880, 2,381, in 1890, 4,042, in 1900, 7,899.

Tarrytown, White Plains & Mamaroneck Railway Co.—This company is the successor, in 1898, to the New York, Elmsford & White Plains Ry. Co. In June, 1900, this property was sold by the Union Railway Company, who owned the capital stock, to the Third Avenue R. R. Co. of New York City.

Capital Stock, authorized and issued, $300,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated Mar. 1, 1898, due 1928; int. payable Mar. and Sept., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

These bonds were issued to the president and treasurer of the company, in payment of money expended. The coupons have been removed from the bonds and will not be presented for payment.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$15,314	$18,274	$39,172	$49,700
Operating expenses	18,764	21,277	34,421	36,972
Earnings from operation			4,751	12,728
Deductions from earnings.				
Interest			5,848	15,000
Taxes			1,048	1,794
Net income	*3,449	*3,003	*2,145	*4,066
Total surplus			7,296	3,230

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Revenue passengers carried	308,077	363,557	777,023	977,870
Transfer " "			26,292	46,547
Car miles run	134,000	141,000	343,921	483,309
Total receipts per car mile	$.114	$.129	$.113	$.100
Operating expenses per car mile	.140	.151	.100	.076

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$103,786	$126,761	$194,115	$556,952	$602,714
" equipment	16,214	16,214	54,383	93,662	110,180
Cash	86	229	261	4,628	3,552
Material and supplies	450		2,783	351	772
Other assets			5,173	5,362	6,490
Profit and loss (deficit)	9,050	12,500	15,576		
Total	$129,586	$155,704	$272,291	$660,955	$723,708
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$225,000	$300,000	$300,000
Funded debt	60,000	60,000		300,000	300,000
Accrued interest				5,000	5,000
Loans and bills payable	8,121	33,068	45,808	37,564	115,478
Accounts payable	1,465	2.636	1,483	11,095	3,230
Profit and loss (surplus)				7,296	
Total	$129,586	$155,704	$272,291	$660,955	$723,708

PLANT AND EQUIPMENT.—Miles of track (electric), 18.2; gauge, 4 ft. 8½ in.; 56 lb. and 76 lb. T and girder rail; 26 motor cars; Buckeye engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. V. A. Krepps, White Plains, N. Y.

DIRECTORS.—Same as Third Avenue R.R. Co.

GENERAL OFFICE, 204 E. 128th St., New York City.

Date of information, Dec., 1900. b

For map of road see inset between pages 180 and 181.

WICHITA, KAN.

Population in 1880, 4,911; in 1890, 23,853; in 1900, 24,671.

Wichita Railroad & Light Co.—Chartered Apr. 1, 1900. This company is the successor to the Wichita Railway, Light & Power Co., which was chartered July 3, 1897, for 99 years. The new company are now rebuilding and re-equipping the road.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $150,000; dated Apr. 1, 1900, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.43; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T and Johnson rail; 17 cars; Russell engines, Gen. Elec. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Pres. George F. Duncan, V. Pres. John E. Burnham, Sec. & Treas. Edward Woodman, Gen. Man. S. L. Nelson, Supt. S. O. Williams.

DIRECTORS.—G. F. Duncan, E. Woodman, J. E. Burnham, P. B. Brown, all of Portland, Me., Wm. B. McKinley, Champaign, Ill.

GENERAL OFFICE, Wichita, Kan.

REFERENCE.—Early electric railway (1887), Vol. XVI, Sept. 1, '00, p. 810 (ill.).

Date of information, Feb., 1901. z

WILKESBARRE, PA.

Population in 1880, 23,339, in 1890, 37,718, in 1900, 51,721.

The population served by the Wilkesbarre & Wyoming Valley Traction system was (Jan. 1, 1900) approximately 200,000.

Wilkesbarre & Wyoming Valley Traction Co.—Chartered Feb. 9, 1891. Annual meeting fourth Monday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

This company controls, leases and operates all the lines in Wilkesbarre and in the Wyoming Valley as follows:

	Capital Stock Issued.	Owned.	Funded Debt.
W'barre & Kingston Pass.Ry.Co....	$100,000	$ 99,700	$ 90,000
W'barre & Suburban St. Ry. Co.....	100.000	93,500	40,000
Coalville Pass. Ry. Co............	62,400	33,700	12,000
Plymouth St. Ry. Co..............	12,000	12,000	
Pittston Street Car Co............	200,000	200,000	200,000
Pittston, Moosic & Pl. Val.St.Ry.Co.	42,000	42,000	
West Pittston & Wyoming St.Car Co.	30,000	30,000	
Nanticoke St. Ry. Co..............	12,000	12,000	
Wilkesbarre & West Side Ry. Co....	100,000	92,450	35,000
Wilkesbarre & East Side Ry. Co....	150,000	150,000	*150,000
Plymouth Bridge Co................	75,000	75,000	150,000

* NOTE.—These bonds are in the hands of the trustee of the collateral mortgage bonds (see below), and no interest is payable thereon as long as the interest is paid regularly on the collateral mortgage bonds.

CAPITAL STOCK, authorized and issued, $5,000,000; par value, $100 per share.

FUNDED DEBT.—$2,496,000 as follows. First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,500,000; dated Apr. 1, 1891, due, 1921; denom. $1,000; int. payable (free of tax) Apr. and Oct. at Provident Life & Trust Co., of Philadelphia.

5 p. c. collateral trust and mortgage gold bonds, authorized and issued, $319,000; dated Jan. 1, 1895, due 1925; int. payable Jan. and July at Anthracite Savings Bank, of Wilkesbarre, trustee. Amount in sinking fund Jan. 1, 1901, $6,000.

Pittston Street Car Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Dec. 11, 1893, due Dec. 11, 1918; denom. $1,000; int. payable June and Dec., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company. Amount in sinking fund Jan. 1, 1900, $30,000 and interest.

Plymouth Bridge Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Oct. 1, 1894; due, 1924, but subject to call in 1904, and thereafter at the rate of $3,000 per annum; int. payable Apr. and Oct., at Anthracite Savings Bank, trustee of mortgage.

Coalville Passenger Ry. Co's 5 p. c. bonds, $12,000.

Wilkesbarre & East Side Ry. Co's 5 p. c. bonds, $50,000.

Wilkesbarre & Suburban Street Ry. Co.'s 5 p. c. bonds, $40,000.

Wilkesbarre & West Side Ry. Co.'s bonds, $35,000.

Wilkesbarre & Kingston Passenger Ry. Co.'s 6 p. c. bonds, $90,000.

NOTE.—The collateral trust and mortgage bonds are secured by the deposit with the trustee of $150,000 stock and $150,000 first mortgage 5 p. c. bonds of the Wilkesbarre & East Side Ry. Co.; $85,000 stock of the Wilkesbarre & Suburban Street Ry. Co. (on which the company guarantees 6 p. c. dividends); $15,000 stock of the Wilkesbarre & West Side Ry. Co., on which the company guarantees 6 p. c. dividends, and a second mortgage on all the property and franchises of the company.

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.
Construction and equip...	$6,666,105	$6,671,941	$6,769,864	$6,989,502
Personal property........	215,250	219,325	220,575	
Cash....................	4,088	32,482	41,402	14,549
Bills receivable..........	167			
Indemnity fund..........			7,230	
Sinking fund............	12,472	18,000	30,000	33,000
Supplies................	9,694	8,535	7,823	6,288
Open accounts...........	90,965	97,943	37,970	12,988
Total...............	$6,998,741	$7,048,227	$7,114,864	$7,056,327
LIABILITIES.				
Capital stock............	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Funded debt............	1,825,000	1,825,000	1,825,000	1,819,000
Bills payable............			65,000	127,219
Open accounts..........	101,862	102,379	36,647	33,576
Profit and loss (surplus)..	71,879	120,848	188,217	76,532
Total...............	$6,998,741	$7,048,227	$7,114,864	$7,056,327

NOTE.—A dividend of 1 p. c. on capital stock was paid semi-annually in 1896. Dividends of 1 p. c. were paid in Jan., 1897, 1898 and 1899. The balance of net income was transferred to improvement account, having been expended in new equipment and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 150 cars, of which 130 are motor cars and 20 trail cars; 3,350 H. P. station plant; Harrisburg F. & M. Works engines and boilers, Gen. Elec., Short and West. dynamos and motors Brill and St. Louis cars.

OFFICERS.—Pres. Jno. A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Man. T. A. Wright.

DIRECTORS.—George N. Reichard, W. G. Eno, Jno. A. Rigg, H. C. Moore, R. N. Carson, E. J. Moore, F. W. Roebling, T. C. Barr, R. N. Buckley, Theo. A. Royal, Wm. J. Harvey.

REFERENCES.—Description of road, Vol. X, Dec., '94, p. 764 (ill.); description of private car, Vol. IX, June, '93, p. 400 (ill.); annual report, Vol. IX, Feb., '93, p. 129; Vol. X, Feb., '94, p. 146.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Feb., 1901. x

Wilkesbarre, Dallas & Harvey's Lake Railway Co.—Chartered Jan. 29, 1896. This company is the successor by purchase, at Trustees' sale, of all property, franchises, &c., of the Wilkesbarre & Northern R. R. Co., which was chartered in 1896 for 999 years. Annual meeting third Tuesday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized and issued, $200,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, $150,000; dated Sept. 15, 1898, due 1928; denom. $500; int. payable March and Sept., at office of the company; trustee of mortgage, Anthracite Savings Bank, of Wilkesbarre, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 10 are motor cars and 6 are trail cars; West. dynamos and motors; Brill and Jackson & Sharp cars; locomotives handle freight.

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road...........	$356,476	Capital Stock...........	$200,000
Cash..................	4,256	Funded debt............	150,000
Open accounts..........	393	Accounts payable.......	1,830
		Accrued interest and taxes	3,378
		Profit and loss (surplus)..	5,917
Total...............	$361,125	Total..............	$361,125

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Man. Thomas A. Wright, Supt. Jno. Clifford, Ch. Engr. & Elecn. Jas. Fagan.

DIRECTORS.—R. N. Carson, E. J. Moore, J. A. Rigg, Wm. J. Harvey, H. C. Moore, Thomas C. Barr, Geo. N. Reichard.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Feb., 1901. x

WILLIAMSPORT, PA.

Population in 1880, 18,934, in 1890, 27,132, in 1900, 28,757.

Williamsport Passenger Railway Co.—Chartered Apr. 15, 1863.

CAPITAL STOCK, authorized, $600,000, issued, $338,550; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, and issued, $169,000; dated June 1, 1892, due 1922; denom. $500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from passengers..	$73,954	$65,117	$66,324	$79,100	$86,602
" other sources....	2,949	3,029	2,568	2,254	2,128
" total............	76,902	68,146	69,192	81,354	88,730
Operating expenses....	59,787	54,702	52,629	61,152	63,022
Earnings from operation	17,115	13,444	16,563	20,202	25,708
Deduc. from earnings.					
Interest...........	7,140	9,997	10,578	10,055	10,282
Taxes.............	1,970	1,632	2,290	3,124	3,300
Net income...........	8,005	1,815	3,695	7,023	12,126

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.....	$529,317	$460,432	$463,334	$463,166	$471,632
" equip....		71,856	73,159	73,159	74,621
Other assets......	27,393	39,175	48,592	56,128	65,184
Cash assets.......	1,994	1,676	1,926	1,197	2,899
Total.........	$558,704	$573,139	$587,011	$593,650	$614,336
LIABILITIES.					
Capital stock......	$338,550	$338,550	$338,550	$338,550	$338,550
Funded debt.. ...	163,000	169,000	169,000	169,000	169,000
Bills payable......	30,969	12,987	15,887	7,487	7,487
Other liabilities...		24,603	31,880	39,897	48,544
Profit & loss (surp.)	26,185	27,999	31,694	38,716	50,755
Total.........	$558,704	$573,139	$587,011	$593,650	$614,336

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 14 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Henry W. White, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—E. H. Davis, H. W. White, C. La Rue Munson, Wm. Emery, J. R. T. Davis.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1901. z

East End Passenger Railway Co.—Chartered June 11, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $50,000, issued, $18,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $18,000; dated Dec., 1893, due 1922; denom. $500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30.

	1896.	1897.	1898.	1899.	1900.
Total receipts....................	$4,320	$3,856	$3,773	$3,879	$4,467
Operating expenses..............	4,819	4,066	3,904	4,333	4,212
Deficit from operation............	499	210	131	454	255
Deductions from earnings.					
Interest.....................	882	901	1,008	1,080	1,022
Taxes.......................	191	139	196	316	219
Total deficit......................	1,573	1,250	1,335	1,850	986

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.............	$26,016	$26,016	$26,016	$26,016	$26,016
" equipment.......	6,616	6,616	6,616	6,616	6,616
Cash	150	274	318	125	559
Profit and loss (deficit)...	9,645	10,895	12,229	14,008	15,008
Total..............	$42,427	$43,801	$45,179	$46,765	$48,199
LIABILITIES.					
Capital stock............	$18,000	$18,000	$18,000	$18,090	$18,000
Funded debt............	14,500	18,000	18,000	18,000	18,000
Bills and accts. payable..	9,927	7,801	9,149	10,765	12,199
Total	$42,427	$43,801	$45,179	$46,775	$48,199

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. rail; 2 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Jos. W. Cochran, Treas. J. H. Boyer, Sec. & Gen. Supt. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—J. H. Boyer, E. H. Davis, J. R. T. Davis, J. W. Cochran, J. F. Starr.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1901. z

South Side Passenger Railway Co.—Chartered Mar. 31, 1892.

CAPITAL STOCK, issued, $25,000.

FUNDED DEBT, issued, $25,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Gross receipts	$10,426	$9,855	$11,405	$12,669
Operating expenses...............	7,787	7,527	8,776	10,185
Earnings from operation..........	2,639	2,328	2,629	2,484
Deductions from earnings.				
Interest.........................	1,500	1,500	1,500	1,500
Taxes...........................	293	529	562	435
Net income.......................	846	299	567	549

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road.....................	$50,000	$50,000	$50,000	$50,000
Cash	463	552	1,640	1,876
Open accounts..................	7,066	6,088	5,089	3,707
Total.........................	$57,529	$56,640	$56,729	$55,583
LIABILITIES.				
Capital stock	$25,000	$25,000	$25,000	$25,000
Funded debt......................	25,000	25,000	25,000	25,000
Interest accrued.................	625	625	625	625
Accounts payable................	3,773	2,584	2,107	458
Profit and loss (surplus)...........	3,131	3,431	3,997	4,500
Total.........................	$57,529	$56,640	$56,729	$55,583

PLANT AND EQUIPMENT.—Miles of track (electric), 1.8; 2 motor cars.

OFFICERS.—Pres. J. H. Cochran, Sec. & Treas. E. H. Davis.

DIRECTORS.—E. B. Westfall, J. B. Krause, E. R. Payne, H. C. McCormick.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1901. z

Vallamont Traction Co.—Chartered May 15, 1894. Annual meeting Jan. 9.

CAPITAL STOCK, authorized, $200,000, issued, $101,700.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers....	$15,857	$14,791	$13,181	$14,454	$15,837
" other sources.......			420	1,500	2,940
" total................	15,857	14,791	13,601	15,954	18,777
Operating expenses..........	11,256	10,697	11,388	12,537	11,606
Earnings from operation	4,601	4,094	2,213	3,417	7,171
Deductions from earnings.					
Interest.................	8,500	6,000	6,000	6,000	6,000
Taxes	703	755	948	913	861
Net income.................	*4,601	*2,661	*4,735	*3,496	310

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road & equip....	$204,603	$206,542	$206,268	$206,486	$206,465
Cash	1,176	1,129	1,203	1,715	2,298
Bills and acc'ts rec'able..	3,992	7,550	7,836	7,187	7,356
Profit and loss (deficit).	4,291	6,952	11,686	15,183	15,268
Total..............	$214,901	$222,173	$226,993	$230,571	$231,387
LIABILITIES.					
Capital stock...........	$101,700	$101,700	$101,700	$101,700	$101,700
Funded debt...........	100,000	100,000	100,000	100,000	100,000
Bills and accts. payable.	9,861	17,973	22,793	26,371	27,187
Accrued interest........	2,500	2,500	2,500	2,500	2,500
Total	$214,061	$222,173	$226,993	$230,571	$231,387

PLANT AND EQUIPMENT.—Miles of track (electric), 3.60; gauge, 4 ft. 8½ in.; 65 lb. T and girder rail; 6 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. J. H. Cochran, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendel.

DIRECTORS.—E. B. Westfall, E. R. Payne, J. B. Krause, H. C. McCormick, E. Deemer, J. H. Cochran.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Mar., 1901. z

WILLIAMSVILLE, N. Y.

Buffalo & Williamsville Electric Railway Co.—Chartered Aug. 10, 1891, for 99 years. Annual meeting first Wednesday in Aug.

Capital Stock, authorized and issued, $75,000; par value, $100 per share.

Funded Debt.—None.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Total receipts	$12,856	$12,633	$12,161	$11,459	$12,029
Operating expenses	7,638	7,693	7,702	7,216	7,848
Earnings from oper	5,218	4,941	4,459	4,243	4,181
Deductions from earnings.					
Taxes	471	572	586	503	532
Net income	4,747	4,369	3,873	3,740	3,649
Dividends paid				3,000	3.000
To surplus account				740	649
Total surplus account	13,121	9,940	13,813	14,553	11,101
Cr'd to construct'n acct.					4,100
Per cent oper. exp. to total receipts	59.5	60.7	63.3	62.9	64.4

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Revenue passengers carried	176,788	187,395
Car miles run	82,350	82,296
Total receipts per car mile	$.139	$.146
Operating expenses per car mile	.087	.095

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road and equip	$81,900	$78,915	$78,970	$79,124	$75,023
Cash and current assets	6,221	6,024	9,843	10,429	11,078
Total	$88,121	$84,940	$88.813	$89,553	$86,101
LIABILITIES.					
Capital stock	$75,000	$75,000	$75,000	$75,000	$75,000
Profit and loss (surplus)	13,121	9,940	13,813	14,553	11,101
Total	$81,121	$84,940	$88,813	$89,553	$86,101

Plant and Equipment.—Miles of track (electric), 5.25; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 5 motor cars; 150 H. P. station plant; Noyes engines, Gen. Elec. dynamos and motors, Laclede cars, McGuire trucks.

Officers.—Pres. & Gen. Man. J. Blocher, V. Pres. E. C. Longnecker, Sec. A. L. Rinewalt, Treas. & Supt. L. L. Grove, Ch. Engr. & Elecn. Chas. Blocher.

Directors.—John Blocher, L. L. Grove, A. L. Rinewalt, James Chalmers, D. Wehvle, Williamsville, N. Y.; J. S. Youngs, H. L. Fogelsinger, D. R. Fogelsinger, H. Bernhardt, Chas. Lantz, Buffalo, N.Y.; E. C. Longnecker.

General Office, Williamsville, N. Y.

Reference.—Description of road, Souv., Oct., '97, p. 591.

Date of information, Jan., 1901. z

WILMINGTON DEL.

Population in 1880, 42,478, in 1890, 61,431, in 1900, 76,508.

Wilmington & Chester Traction Co.—Chartered in Mar., 1898. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia, Pa.

Capital Stock, authorized, $2,000,000; par value, $50 per share.

Funded Debt.—Collateral trust 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,705,000; in escrow (see Note), $1,695,000; in treasury, $600,000; dated Apr. 1898, due 1918; denom. $500 and $1000; int. payable Apr. and Oct.; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the collateral trust bonds, $1,705,000 have been issued for the purchase of the capital stock of the Chester Traction Co. and the Wilmington City Ry. Co., $1,695 000 are held in escrow to retire underlying securities and $600,000 are reserved in the treasury for future improvements, extensions, etc.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec.& Treas. Wm. Bell.

Date of information, Feb., 1901. x

Wilmington City Railway Co.—Chartered Feb. 4, 1864. This company controls and operates the Front & Union Street Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $520,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Sept. 1, 1891, due, 1911, but subject to call on or after Sept. 1, 1901; denom. $500; int. payable Mar. and Sept., at office of Equitable Guarantee & Trust Co., of Wilmington, trustee of mortgage.

Dividends.—5 p. c. per annum, payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 25; gauge, 5 ft. 2 in.; 58 lb. and 90 lb. T and girder rail; 72 motor cars; Gen. Elec. dynamos, West. motors.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Jr., Sec. & Treas. Thomas S. Bellah, Gen. Man. J. C. Lugar.

Directors.—John A. Rigg, Henry C. Moore, R. M. Carson, C. M. Clark, Preston Lea, W. W. Pusey, Thos. S. Bellah.

General Office, Delaware Ave. and Dupont St., Wilmington, Del.

References.—Description of road, Vol. IX, Feb., '93, p. 69 (ill.); operating detail, Vol. XIII, Feb., '97, p. 98; description of parks (brief), Vol. XIII, Mar., '97, p, 150.

Date of information, Feb., 1901. x

Front & Union Street Passenger Railway Co.—Chartered 1881. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $300,000.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 5 ft. 2 in.; 32 lb. to 70 lb. T and girder rail.

Officers.—Pres. E. J. Moore, V. Pres. J. M. Colton, Sec. & Treas. T. S. Bellah.

Directors.—E. J. Moore, J. M. Colton, Sam'l C. Biddle, Edw. Bringhurst, Jr., J. P. Pyle, Willard Saulsbury, Alex. J. Hart.

General Office, Front and Union Sts., Wilmington, Del.

Date of information, Feb., 1901. x

Wilmington & New Castle Electric Railway Co.—This company owns a perpetual charter. It commenced operation in Mar., 1897. The company's charter permits it to carry passengers and freight, and it supplies electric light to the city of New Castle, and town of Farnhurst, Del. This company has leased the New Castle & Delaware City Ry. (9 miles), for 99 years, from 1900.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000 (see Note); coupon, but may be registered; dated Aug. 1, 1896, due 1926; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia., trustee of mortgage.

Debenture bonds $25,000; dated Aug. 1, 1897, due 1907; int. payable Feb. and Aug.

Note.—The mortgage provides that $2,000 per annum shall be passed to a sinking fund after Aug., 1901.

Dividends.—Feb. 1 and Aug. 1, 1900, 2 p. c. Feb. 1, 1901, 3 p. c.

Plant and Equipment.—Miles of track (electric) owned, 7, leased, 9; gauge, 5 ft. 2½ in.; 58 lb. T and 70 lb. girder rail; 14 motor cars, 2 freight cars, 1 snow plow; Gen. Elec. dynamos and motors.

Officers.—Pres. F. H. Treat, Sec. & Treas. Clarence P. King.

Directors.—F. H. Treat, J. G. Vogler, J. B. Seybert, H. A. Richardson, P. L. Cooper, P. J. Ford, C. P. King.

General Office, Wilmington, Del.

Treasurer's Office, 1310 Real Estate Trust Bldg, Philadelphia, Pa.

Date of information, Feb., 1901. z

New Castle & Delaware City Railway Co.—This company owns a perpetual charter, and has the right to carry passengers and freight. Railway extends from New Castle to Dobbinsville, thence to Delaware City, Del., 9 miles, and is leased to the Wilmington & New Castle Electric Ry. Co., for the term of 99 years.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated Mar. 1, 1900, due 1930; denom. $1,000; int. payable Mar. and Sept., at the office of Security Trust & Safe Deposit Co., of Wilmington, Del., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge 5 ft. 2½ in.; 60 lb. T and 76 lb. girder rail.

Officers.—Pres. Harry A. Richardson, Sec. P. L. Cooper, Treas. Peter J. Ford.

Directors.—Harry A. Richardson, Peter L. Cooper, Peter J. Ford, Frederick H. Treat, John G. Vogler, Clarence P. King.

Date of information, Feb., 1901. z

Elmsmere & Wilmington Electric Railway Co.—This road commenced operation Nov. 1, 1897.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge 5 ft. 2 in.; 2 motor cars; rent power.

Officers.—Pres. Daniel W. Taylor, V. Pres. W. W. Pusey, Sec. & Treas. W. J. Ellison.

General Office, Wilmington, Del.

Date of information, Feb., 1900. z

WILMINGTON, N. C.

Population in 1880, 17,350, in 1890, 20,056, in 1900, 20,976.

The Wilmington Street Railway Co.—Chartered Mar., 1887, for 50 years. Road opened July 17, 1888.

Capital Stock.—Common stock, $100,000; par value, $100 per share.

6 p. c. cumulative first preferred stock, $40,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

6 p. c. cumulative second preferred stock, $60,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1895, due 1920; int. payable Apr. and Oct.; trustee of mortgage, Morton Trust Co., of New York.

Note.—The present mortgage bond issue takes the place of a prior issue of $250,000, of which $25,000 only were sold, the remainder having been used as collateral. The outstanding bonds of this prior issue have been retired and the mortgage cancelled.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$42,769	$45,253	$46,108	$50,398
Operating expenses	28,695	28,924	32,107	35,552
Earnings from operation	14,073	16,329	14,001	14,846

Plant and Equipment.—Miles of track, 6; operated by electricity, 4.5, by steam, 1.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Lewis & Fowler and Jackson & Sharp cars.

Officers.—Pres. H. A. Whiting, Sec. & Treas. J. W. Martenis, Gen. Man. A. B. Skelding.

Directors.—H. A. Whiting, B. F. O'Connor, J. W. Martenis, T. A. McIntyre, C. A. Lieb, O. T. Crosby, J. H. Barnard.

Reference.—Description of road, Vol. VIII, July,'92, p. 398 (ill.).

General Office, Wilmington, N. C.

Date of information, Feb., 1901. z

WINDSOR, ONT.

Population of Windsor, Sandwich & Amherstburg (local estimates), 15,000.

Sandwich, Windsor & Amherstburg Railway Co.—Chartered 1873; charter amended in 1887 and 1891, and made perpetual.

Capital Stock, authorized, $500,000, issued, $315,000; par value, $100 per share.

Funded Debt, 5 p. c. mortgage bonds, issued $140,000.

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Brown & Robb engines, West. and Detroit dynamos and motors, Brill, Laclede, Ottawa and St. Louis cars, Brill trucks.

Officers.—Pres. J. Coventry, V. Pres. G. M. Hendrie, Sec. J. M. Little, Treas. W. J. McKee, Gen. Man. Jas. Anderson, Elecn. Geo. McLeod, Ch. Engr. R. Shepland.

Directors.—John Coventry, John Davis, Wm. Hendrie, J. J. Thomson, Wm. J. McKee, Wm. J. McKee, Geo. M. Hendrie, Jas. Anderson.

General Office, Windsor, Ont.

Date of information, Mar., 1901. z

WINFIELD, KAN.

Population in 1880, 2,844, in 1890, 5,147, in 1900, 5,554.

Union Street Railway Co.

Capital Stock, $25,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (horse), 6; gauge, 4 ft.; 35 lb. T and Johnson rail; 20 horses, 6 horse cars.

Officers.—Owner, S. E. Compton, Supt. John Trezise.

General Office, 7th Ave. and Main St., Winfield, Kan.

Date of information, Feb., 1901. z

WINNIPEG, MAN.

Population in 1881, 7,985, in 1891, 25,642, in 1900 (local estimates), 52,000.

Winnipeg Electric Street Railway Co.—Chartered and municipal franchises granted 1892, for 35 years. Annual meeting third Tuesday in Jan. The Winnipeg Street Ry. Co., the Manitoba Electric & Gas Light Co., and the North West Electric Co. have been amalgamated with this company.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage bonds, authorized and issued, $1,000,000.

Plant and Equipment.—Miles of track (electric), 17; gauge, 11 ft. 8½ in.; 56 lb. T rail; 37 motor cars and 11 trail cars; 1,000 h. p. station plant; Lawrie and Goldie & McCullough engines, Can. Gen. Elec. dynamos, Can. Gen. Elec. and West. motors, Toronto and Patterson & Corbin cars, Brill, Bemis and Fulton trucks.

Officers.—Pres. Wm. MacKenzie, V. Pres. Wm. Whyte, Sec. & Treas. F. M. Morse, Supt. W. Phillips, Gen. Man. H. Cameron.

General Office, Portage Ave., Winnipeg, Man.

Reference.—Description of road (brief), Vol. XI, Souv., '95. p. 46.

Date of information, Mar., 1901. z

WINONA, MINN.

Population in 1880, 10,208, in 1890, 18,208, in 1900, 19,714.

Winona Railway & Light Co.—This company, in Apr., 1896, bought the property of the Winona General Electric Co., which was sold to satisfy claims of bondholders.

Capital Stock, $200,000.

Funded Debt, first mortgage bonds, issued $200,000.

Plant and Equipment.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; Ide and Ball engines, Gen. Elec. dynamos and motors, Northern cars.

Officers.—Pres. Walter Abbott (Boston, Mass.), V. Pres. R. T. Payne, Sec. & Treas. E. L. Carr (Boston, Mass.), Gen. Man. S. B. Livermore, Ch. Engr. R. Paton.

General Office, Winona, Minn.

Date of information, Feb., 1901. z

WINSTON-SALEM, N. C.

Population of Winston and Salem in 1880, 4,194, in 1890, 10,729, in 1900, 10,008.

Winston-Salem Railway & Electric Co.—Chartered Jan. 27, 1891, for 90 years. Annual meeting third Monday in Oct. This is a consolidation of the Winston Electric Light & Power Co. and the Winston-Salem Street Ry. Co. The charter conveys exclusive right of operation in Winston and Salem. The capital stock of this company is owned by the Fries Mfg. & Power Co.

Capital Stock, authorized, $700,000.

Funded Debt.—Fries Mfg. & Power Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $450,000; dated Jan. 1, 1900, due 1940; denom., $1,000; int. payable Jan. and July, at office of The North American Trust Co., of New York, trustee of mortgage.

Note.—This mortgage covers all the properties owned and controlled by the Fries Mfg. & Power Co., which include power, gas and ice manufacturing plants.

Plant and Equipment.—Miles of track (electric), 9.1; gauge, 4 ft. 8½ in.; 70 lb. Johnson girder rail; 19 motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. & Pur. Agt. H. E. Fries, V. Pres. Wm. A. Blair, Sec. & Treas. B. J. Pfohl, Gen. Man. F. A. Barr.

Directors.—H. E. Fries, H. W. Fries, C. B. Watson, J. W. Nanes, W. A. Lemly, F. H. Fries, M. D. Barr.

General Office, Winston-Salem, N. C.

Date of information, Feb., 1901. z

WOODBRIDGE, N. J.

Population in 1880, 4,099, in 1890, 4,665, in 1900, 7,631.

Woodbridge & Sewaren Electric Street Railway Co.

Capital Stock, issued, $50,000, paid in, $10,000.

Floating Debt, $43,628.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$5,974	$6,203	$6,791	$11,314
Operating expenses	7,146	4,933	7,546	9,735
Earnings from operation	*1,172	1,270	*755	1,579

*Deficit.

Plant and Equipment.—Miles of track (electric), 4.7.

Officer.—Pres. C. W. Boynton.

Date of information, Mar., 1901. b

WOONSOCKET, R. I.

Population in 1880, 16,050, in 1890, 20,830., in 1900, 28,204.

Woonsocket Street Railway Co.—Chartered June 4, 1886.

Capital Stock, authorized, $200,000; issued, $140,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; outstanding, $190,000; due July 1, 1913; denom. $1,000; sinking fund, $5,000 per year since 1898.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$42,158	$51,305	$55,547	$57,882	$81,382
Operating expenses	35,892	42,759	42,539	44,317	56,757
Earnings from operation	6,266	8,546	13,008	13,365	24,625

Deduct's from earnings.	1896.	1897.	1898.	1899.	1900.
Interest	9,934	15,038	16,042	17,492	18,483
Taxes	770	2,246	2,360	2,323	2,866
Other expenses	125	138	67	2,543	
Net income	*4,563	*8,875	*5,461	*8,993	3,276
Total deficit	32,332	41,211	46,672	55,598	60,118

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	Sept. 30, 1900.
Cost of road	$303,530	$326,657	$345,445	$345,895	$352,444
" equipment	54,730	71,244	81,830	84,131	96,542
Other assets	7,371	10,963	11,747	12,180	6,249
Profit & loss (def.)	32,332	41,211	46,672	55,598	60,118
Total	$397,963	$450,075	$485,694	$497,804	$515,353
LIABILITIES.					
Capital stock	$140,000	$140,000	$140,000	$140,000	$140,000
Funded debt	200,000	200,000	200,000	195,000	190,000
Floating debt	57,963	110,075	145,694	162,804	185,353
Total	$397,963	$450,075	$485,694	$497,804	$515,353

PLANT AND EQUIPMENT.—Miles of track (electric), 19.36; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 26 motor cars and 7 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Edgar K. Ray, Sec. Willard Kent, Treas. Walter Whittlesey, Supt. H. M. Young.

DIRECTORS.—Edwd. H. Rathbun, Franklin, Mass.; Thos. Martin, Walter Whittlesey, Chelsea, Mass.; H. L. Whittlesey, Boston, Mass.; Edgar K. Ray, Willard Kent, Woonsocket, Mass.

GENERAL OFFICE, 6 So. Main St., Woonsocket, R. I.

Date of information, Jan., 1901. b

WORCESTER, MASS.

Population in 1880, 58,291, in 1890, 84,655, in 1900, 118,421.

Worcester Traction Co.—Chartered 1893. This company was organized for the purpose of controlling various street railway properties in central Massachusetts through ownership of stock, and is not an operating company. In Mar., 1901, this company had made an agreement to sell its assets to a syndicate represented by Vermilye & Co., of New York.

The company owns the entire capital stock of the Worcester Consolidated Street Ry. Co. (which see for report of operation).

Capital Stock.—Common stock, authorized and issued, $3,000,000; par value, $100 per share.

6 p. c. cumulative preferred stock, $2,000,000, redeemable at 105 and accrued dividend, on 30 days' notice by the company.

Dividends on Preferred Stock.—In 1893, 3 p. c.; in 1894, 3 p. c.; in 1895, 6 p. c.; in 1896, 9 p. c.; in 1897, 1898, 1899 and 1900, 6 p. c.

Officers.—Pres. & Sec. T. C. Barr, V. Pres. C. H. Clark, Jr., Treas. E. J. Moore.

Directors.—Thos. C. Barr, Newark; C. H. Clark, Jr., E. J. Morse, Philadelphia; C. M. Wicker, G. T. Hollister, New York; F. H. Dewey, Stephen Salisbury, A. H. Stone, and A. G. Bullock, Worcester.

General Office, Newark, N. J.

References.—Description of power plant, Vol. IX, July, '93, p. 438, Vol. X, Jan., '94, p. 13 (ill.); financial and annual reports, Vol. IX, Aug., '93, p. 559.

Date of information, Mar., 1901. z

Worcester Consolidated Street Railway Co.—Chartered 1886. This company leases the property of the North End Street Ry. Co., for a term of 99 years from Aug. 1, 1895, at a rental (1901) of $8,000 per annum; also the property of the Worcester & Shrewsbury Street Ry. Co., for 99 years from July 1, 1896. On Mar. 1, 1901, the consolidation of this company with the Worcester & Suburban Street Ry. Co., the Worcester & Marlborough Street Ry. Co., the Worcester & Clinton Street Ry. Co., the Leominster & Clinton Street Ry. Co., the Clinton & Hudson Street Ry. Co. and the Fitchburg & Suburban was put into effect.

Capital Stock.—Mar. 1, 1901, authorized $2,279,400, issued, $2,129,400.

Funded Debt.—Debenture 4½ p. c. gold bonds, $700,000, at 5 p.c. $708,000; coupon, but may be registered; dated Mar. 1, 1900, due 1920; denom. $1,000; int. payable Mar. and Sept., at agency of the company, in New York City.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.
Receipts from passengers	$501,621	$530,259	$602,618	$702,554
" other sources	7,235	7,614	7,535	7,469
" total	508,856	537,873	610,153	710,023
Operating expenses	380,597	394,253	439,160	522,023
Earn. from operation	128,259	143,620	170,993	188,000

Deductions from earnings.	1897.	1898.	1899.	1900.
Interest charges	34,981	35,374	42,988	53,052
Taxes	19,152	20,305	34,556	37,356
Rentals	12,542	12,750	12,750	12,750
Other charges	5,217	3,896	5,448	5,460
Net income	56,367	71,295	75,251	79,382
Dividends paid	56,000	56,000	56,000	56,000
To surplus account	367	15,295	19,251	23,382
Debits to profit and loss			19,700	23,394
Total surplus account	101,490	116,785	116,337	116,325
P. c. op. expenses to total receipts	74.8	73.3	71.9	73.5

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$ 53,696	$ 50,730	$ 61,205	$ 67,519
Main. of way and buildings	28,672	38,662	44,123	60,887
" " equipment	39,699	42,689	49,253	59,790
Transportation expenses	258,530	262,172	284,579	333,827
Total	$380,597	$394,253	$439,160	$522,023

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	10,010,426	10 637,221	12,193,002	14,298,120
Car miles run	2,030,592	2,121,402	2,356,649	2,653,952
Total recpts. per car mile.	$.251	$.253	$.258	$.265
Op. ex. per car mile	.187	.187	.186	.197

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,089,772	$1,112,917	$1,228,011	$1,278,016
" equipment	240 950	266,315	316,401	364,013
Cash and current assets	36,352	31,183	40,376	38,594
Real estate & other assets	217,355	205,454	205,454	244,712
Miscellaneous assets			22,865	20,002
Total	$1,559,392	$1,615,869	$1,813,107	$1,945,337
LIABILITIES.				
Capital stock	$ 700,000	$ 700,000	$ 700,000	$ 700,000
Funded debt	650,000	650,000	650,000	700,000
Real estate mortgages			4,500	4,500
Accounts payable	125,193	120,741	320,774	381,710
Accrued liabilities	7,746	28 342	21,496	42,802
Profit and loss (surplus)	101,490	116,786	116,337	116,325
Total	$1,584,430	$1,615,869	$1,813,107	$1,945,337

Plant and Equipment.—Miles of track (electric), 57.09; owned, 46.64, leased, 10.45; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 178 motor cars, 12 snow plows, 289 motors; Lake Erie engines, Gen. Elec. and West. dynamos and motors, Laclede, Jones, Laconia and Stephenson cars.

Officers.—Pres. F. H. Dewey, V. Pres. A. Geo. Bullock, Sec. & Treas. A. H. Stone, Gen. Supt. R. T. Laffin, Div. Supts. H. E. Bradford, J. B. Gorman, G. H. Burgess, Ch. Engr. of Power Station W. W. McKee, Elecn. T. S. Adams.

Directors.—A. Geo. Bullock, F. H. Dewey, Samuel E. Winslow, Stephen Salisbury, Philip W. Moen, Worcester; T. Jefferson Coolidge, Jr., Oliver Ames, Samuel Carr, A. D. Foster, F. W. Kendrick, Boston; Wm. A. Read, New York City.

General Office, 15 Market St., Worcester, Mass.

References.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. X, Dec., '94, p. 814; consolidation plans, Vol. XVI, Mar. 24, '00, p. 303; Dec. 8, '00, p. 1198 (map); extension of plant, Vol. XVI, Sept. 1, '00, p. 815.

Date of information, Mar., 1901. z

Worcester & Suburban Street Railway Co.—This is a consolidation, on Feb. 1, 1895, of the Worcester, Leicester & Spencer Street Ry. Co. and the Worcester & Millbury Street Ry. Co. The consolidation of this company with the Worcester Consolidated Street Ry. Co., went into effect Mar. 1, 1901.

Capital Stock, authorized and issued, $542,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated May 1, 1895, due 1915, but redeemable at 104 and interest after May 1, 1900; denom. $500; int. payable May and Nov., at International Trust Co. of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Rects. from pass	$142,592	$142,749	$152,403	$155,096	$166,552
" other sources	2,153	2,009	1,964	1,848	2,274
" total	144,635	144,758	154,367	156,944	168,826
Operat'g expenses	92,572	99,726	104,543	114,004	104,519
Earn. from opera'n.	52,063	45,032	49,824	42,940	64,307

Deduct. from earns.	1896.	1897.	1898.	1899.	1900.
Interest charges	13,629	14,530	15,099	17,436	24,376
Taxes	8,944	10,102	10,147	14,443	14,852
Other deductions	2,854	2,170	5,025	6,848	10,581
Net income	26,636	18,230	19,553	4,213	14,498
Dividends paid	21,700	24,413	21,700	10,850	
To surplus account	4,936	*6,183	*2,147	*6,637	14,498
Total surplus acct.	18,282	12,099	9,953	3,316	18,376
Per cent op. exp. to total receipts	64.1	68.9	67.7	72.6	61.9

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$13,956	$17,934	$ 18,387	$ 15,117	$ 10,820
Transportation expenses	56,795	57,988	57,052	59,505	60,848
Main. of road and struct.	7,451	10,518	14,543	20,205	17,637
" " equipment	14,369	13,286	14,561	19,177	15,214
Total	$92,572	$99,726	$104,543	$114,004	$104,519

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	3,084,405	3,275,611	3,259,470	3,506,601
Car miles run	642,615	714,529	735,965	698,492
Total receipts per car mile	$.225	$.216	$.213	$.241
Oper. expenses per car mile.	.155	.146	.155	.152

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$398,993	$408,822	$409,453	$ 454,371
" equipment	191,201	191,898	206,935	288,489
Other permanent invest.	212,382	218,042	218,045	254,089
Cash and current assets.	19,108	17,317	23,912	22,125
Other assets	10,997	38,977	82,681	85,610
Total	$832,680	$875,056	$941,026	$1,104,684
LIABILITIES.				
Capital stock	$542,500	$542,500	$542,500	$ 542,500
Funded debt	186,500	200,000	200,000	200,000
Current liabilities	87,643	118,385	187,163	334,869
Int. accr'd & not yet due.	3,937	4,218	8,047	8,939
Profit and loss (surplus).	12,099	9,953	3,316	18,376
Total	$832,680	$875,056	$941,026	$1,104,684

Plant and Equipment.—Miles of track (electric), 24.07; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T rail; 51 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. & Gen. Man. Samuel E. Winslow, Sec. & Treas. Thos. T. Robinson, Gen. Counsel Ralph A. Stewart, Supt. John B. Gorman.

Directors.—W. F. Whittemore, Leicester, Mass.; Sam'l E. Winslow, Worcester, Mass.; Isaac L. Prouty, Spencer, Mass.; Thos. T. Robinson, Bentley W. Warren, James A. Parker, Boston, Mass.; H. M. Goddard, Millbury, Mass.

General Office, 8 Portland St., Worcester, Mass.

References.—Description of road, Vol. VII, Sept.,'91, p. 475; Vol. VII, Oct., '91, p. 505 (ill.); annual report, Vol. IX, Dec., '93, p. 842; Vol. X, Dec., '94, p. 814; increase of stock, Vol. IX, Aug., '93, p. 558; annual report, Vol. IX Jan., '93, p. 842.

Date of information, Mar., 1901. z

Worcester & Marlborough Street Railway Co.—This road commenced operation July 1, 1897. The consolidation of this company with the Worcester Consolidated Street Ry. Co., went into effect Mar. 1, 1901.

Capital Stock, authorized, $240,000; issued, $238,900; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Oct. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston Mass., trustee of mortgage.

Operation.—	3 mos.end. Sept. 30, 1897.	—Year ending Sept. 30,— 1898.	1899.	1900.
Receipts from passengers	$22,846	$64,788	$64,128	$64,819
" " other sources	295	843	1,060	4,745
" total	23,141	65,631	65,188	69,564
Operating expenses	10,939	42,776	44,541	41,261
Earnings from operation	12,203	22,885	20,647	28,303
Deductions from earnings.				
Interest		10,733	10,568	10,175
Taxes	279	3,198	3,300	4,507
Net income	11,924	8,924	6,779	13,621
Dividends paid			6,000	5,973
To surplus account			779	7,648
Total surplus	11,924	23,957	*13,952	21,600

* $10,895 charged off during 1899 for depreciation.

OPERATING EXPENSES.	3 mos.end. Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	1900.
General expenses	$ 3,210	$ 8,252	$ 7,182	$ 6,775
Maintenance of way and buildings.	453	4,527	6,315	2,607
" " equipment	650	3,280	4,759	4,643
Transportation expenses	6,626	26,617	26,285	27,236
Total	$10,939	$42,776	$44,541	$41,261

STATISTICS OF TRAFFIC.	3 mos.end. Sept. 30, 1897.	—Year ending Sept. 30,— 1898.	1899.	1900.
Passengers carried	463,749	1,229,738	1,205,415	1,297,418
Car miles run	111,600	342,877	319,997	318,215
Total receipts per car mile	$.207	$.191	$.203	$.218
Op. ex. per car mile	.098	.125	.139	.129

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$327,643	$325,905	$351,686	$354,658
Land and buildings	5,142	124,359	95,388	95,888
Cash and current assets	6,948	3,559	12,289	11,712
Other assets	1,316	3,096	1,751	1,799
Total	$341,049	$456,919	$461,114	$464,057
LIABILITIES.				
Capital stock	$200,000	$200,000	$238,900	$238,900
Funded debt		200,000	200,000	200,000
Current liabilities	122,372	32,962	5 000	
Accrued liabilities	6,753		3,262	3,557
Profit and loss (surplus)	11,924	23,957	13,952	21,600
Total	$341,049	$456,919	$461,114	$464,057

Plant and Equipment.—Miles of track (electric), 18; gauge 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 20 motor cars; 1,350 H. P. station plant; Green engines, Gen. Elec. dynamos and motors; Newburyport cars, Peckham trucks.

Officers.—Pres. G. Henry Whitcomb, (Worcester); V. Pres. Otis E. Putnam, Sec. Andrew J. Peters, Treas. Justin W. Lester, Audr. Augustus Nickerson, Supt. H. Bradford, Ch. Engr. E. R. Swift.

Directors.—Philip S. Saltonstall, Otis E. Putnam, John C. MacInnes, G. Henry Whitcomb, C. O. Green, George L. Smith, W. A. Tucker, S. Reed Anthony, A. D. McClellan.

General Office, Northborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Reference.—Issue of bonds, Vol. XIV, Feb., '98, p. 84.

Date of information, Mar., 1901. z

Worcester & Clinton Street Railway Co.—This road commenced operation Dec. 1, 1898. The consolidation of this company with the Worcester Consolidated went into effect Mar. 1, 1901.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $115,000; dated Jan. 1, 1899, due 1919.

OPERATION.—Period from Dec. 1, 1898, to Sept. 30,

	1899.	1900.
Receipts from passengers	$33,295	$46,761
" " other sources	2,416	414
" total	35,711	47,175
Operating expenses	23,854	36,036
Earnings from operation	9,857	11,139
Deductions from earnings.		
Interest	4,765	8,335
Taxes	310	2,954
Net income	6,782	*150
To surplus account	6,782	2,882

* Deficit.

STATISTICS OF TRAFFIC.

Period to Sept. 30,	1899.	1900.
Revenue passengers carried	819,266	1,139,349
Car miles run	197,705	266,059
Total receipts per car mile	$.180	$.177
Operating expenses per car mile	.120	.135

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.
Cost of road	$220,326	$227,420
" equipment	33,865	32,877
Other permanent investments	48,246	49,235
Cash and current assets	2,005	4,460
Miscellaneous assets	778	3,312
Total	$305,220	$317,304

LIABILITIES.	1899.	1900.
Capital stock	$150,000	$150,000
Funded debt	115,000	115,000
Current liabilities	32,000	47,984
Accrued interest	1,438	1,438
Profit and loss (surplus)	6,782	2,882
Total	$305,220	$317,304

PLANT AND EQUIPMENT.—Miles of track (electric), 11.6; gauge, 4 ft. 8½ in.; 13 motor cars.

OFFICERS.—Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Supt. Geo. H. Burgess.

DIRECTORS.—Samuel E. Winslow, Worcester, Mass.; Andrew J. Peters, Bentley W. Warren, Francis R. Hart, James A. Parker, I. McDowell Garfield, Frederick W. Kendrick, Boston, Mass.

GENERAL OFFICE, Leominster, Mass.

Date of information, Mar., 1901. z

Worcester & Webster Street Ry. Co.—This company placed its road in operation on Oct. 21, 1899.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; due Dec. 1, 1919.

OPERATION.—Period Oct. 21, 1899, to Sept. 30, 1900.

Gross receipts	$51,581
Operating expenses	42,076
Earnings from operation	9,505
Deductions from earnings.	
Interest	3,759
Taxes	1,147
Net income	4,599
Total surplus	4,599

BALANCE SHEET.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$207,248	Capital stock	$150,000
" equipment	50,262	Funded debt	150,000
Other permanent invests.	131,099	Loans and notes payable.	89,000
Cash and current assets.	4,991	Accrued liabilities	6,316
Miscellaneous assets	6,316	Profit and loss (surplus).	4,599
Total	$399,916	Total	$399,916

PLANT AND EQUIPMENT—Mile of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail, 17 motor cars, 2-555 K. W. West. generators, West. motors, Laconia cars and trucks.

OFFICERS.—Pres. Edgar S. Hill, V. Pres. Fredk. Thayer, Sec. Harry E. Back, Treas. W. A. Bailey, Supt. F. Miller, Ch. Engr. H. W. Culver.

DIRECTORS. —Edgar S. Hill, Fredk. Thayer, W. A. Bailey, Harry E. Back, Edmund L. Parker, Edward D. Robbins, Sidney A. Reeve.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

REFERENCE.—Description of road, Vol. XVI, July 7, '00, pp. 613-617 (ill.).

Date of information, Mar., 1901. z

XENIA, O.

Population in 1880, 7,026, in 1890, 7,301, in 1900, 8,696.

Rapid Transit Co. of Ohio.—Chartered to build an electric railway from Xenia to Dayton, a distance of about fifteen miles. This road was in full operation Mar. 1, 1900. In Jan., 1901, negotiations to consolidate this company with the Dayton & Xenia Traction Co., of Dayton, were under consideration.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000; dated Feb. 25, 1899, due May 1, 1919; denom., $1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars and 2 trail cars; Gen. Elec. generators and motors, Kuhlman cars.

OFFICERS.—Pres. Frederick H. Treat, Philadelphia, Pa.; V. Pres. J. W. Neff, Sec. Marcus Shoup, Supt. W. A. Heller.

Date of information, Jan., 1901. z

YARMOUTH, N. S.

Population, in 1894, about 6,500.

Yarmouth Street Railway Co.

CAPITAL STOCK, authorized and issued, $54,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; Burrell-Johnson engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS.—Pres. R. Caie, V. Pres. John Lovitt, Sec. Treas. & Gen. Man. B. B. Law, Supt. Geo. E. Perry, Ch. Engr. & Elecn. Judson Skinner.

Date of information, Mar., 1901. z

YONKERS, N. Y.

Population in 1880, 18,892, in 1890, 32,033, in 1900, 47,931.

The Yonkers Railroad Co.—Chartered Mar. 30, 1896, as a consolidation of the Yonkers R. R. Co., the North & South Electric Ry. Co. and the Yonkers & Tarrytown Electric R. R. Co. Annual meeting second Monday in Jan. The capital stock of this company is owned by the Union Ry. Co., of New York City, and the road is part of the system of the Third Ave. R. R. Co., who guarantee the principal and interest of the bonds, $1,000,000.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1946; int. payable Apr. and Sept.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.
Receipts from pass.	$104,671	$115,851	$153,560	$176,379
" other sources		416	1,085	1,015
" total	104,671	116,267	154,645	177,394
Operating expenses	80,365	78,582	109,714	114,956
Earnings from operation	24,305	37,685	44,931	62,438
Deductions from earnings.				
Interest on bonds	30,000	30,000	50,000	50,000
" " loans		1,405	598	1,335
Taxes	4,627	4,580	6,621	9,960
Net income	†10,321	1,700	†12,288	1,143
Total deficit	11,485	9,785	28,179	†28,171

† Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.
Passengers carried	2,091,422	1,803,740	2,369,239	3,527,578
Transfer pass. car.(estim'd)			700,000	1,402,560
Car miles run	556,750	887,120	737,485	1,004,297
Total receipts per car mile.	$.188	$.130	$.209	$.176
Op. expenses per car mile.	.144	.088	.121	.114

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip.	$1,221,735	$1,999,011	$2,062,787	$2,100,666
Current assets	25	4,875	482	20
Cash assets	650	666	4,578	20,478
Materials and supplies		656	508	430
Profit and loss (deficit)	11,485	9,785	28,179	28,171
Total	$1,233,895	$2,014,993	$2,096,534	$2,149,765
LIABILITIES.				
Capital stock	$ 600,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	600,000	970,000	1,000,000	1,000,000
Loans and bills payable			78,009	
Interest on funded and unfunded debt	7,500	7,500	12,500	13,125
Accounts payable	7,054	4,033	6,025	132,147
Other liabilities	19,341	33,460		4,493
Total	$1,233,895	$2,014,993	$2,096,534	$2,149,765

PLANT AND EQUIPMENT.—Miles of track (electric), 19.07; gauge, 4 ft. 8½ in.; 65 lb. to 90 lb. T, tram and girder rail; 50 motor cars; Ball & Wood engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Stephenson and Brill cars.

OFFICERS.—Pres. Edward A. Maher, V. Pres. A. J. Elias, Sec. & Treas. Thos. W. Alcott, Supt. W. C. Callaghan.

DIRECTORS.—Edward A. Maher, Henry Hart, J. E. Parsons, Edward Lauterbach, Albert Elias, Chas. Remsen, Henry Iden, D. C. Andrews, G. H. Leavitt.

GENERAL OFFICE, 204 E. 128th St., N. Y. City, N. Y.

REFERENCES.—Description of road, Vol. VIII, July, '92, p. 391 (ill.); description of boiler room, Vol. VIII, Aug., '92, p. 458 (ill.).

Date of information, Dec., 1900. b

For map of road see inset between pages 180 and 181.

YORK, PA.

Population in 1880, 13,940, in 1890, 20,794, in 1900, 33,708.

York County Traction Co.—Incorporated under New Jersey laws, June 30, 1900, as a consolidation of the York Street Ry., the York & Dover Electric Ry., the York & Dallastown Electric Ry., the York & Manchester Electric Ry., the York & Wrightsville Ry., the York Steam Heating Co. and the York Light, Heat & Power Co., the last named owning the Edison Electric Light Co. and the Westinghouse Electric Light & Power Co., of York. The new company owns and controls all electric railway, light and power properties in the vicinity of York, and lines will be extended to Dover, Dallastown and Wrightsville without delay.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000; held for extensions and improvements, $500,000; dated July 2, 1900, due 1950; denom. $1,000; coupon, but may be registered, subject to call at 110 after July, 1906; sinking fund of 1 p. c. of bonds outstanding begins 1906; int. payable at office of Real Estate Trust Co., of Philadelphia, Pa., trustee of mortgage.

The mortgage is secured by the deposit with trustee of the following securities owned by the company:

	Capital stock.	Par value.	Shares owned.
York Street Ry	$166,000	$50	2,220
York & Dover Elec. Ry	50,000	50*	320
York & Dallastown Elec. Ry	60,000	50*	240
York & Manchester Elec. Ry	50,000	50*	240
York & Wrightsville Ry	75,000	50*	448
York Steam Heating Co	1,000	10	67
York Light, Heat & Power Co†	350,000	10	20,000

* 10 p. c. paid in.

† This company owns $182,630 of the $183,440 total issue of the stock of the Edison Electric Light Co., of York, and $25,860 of the $26,210 total issue of the stock of the Westinghouse Electric Light & Power Co., of York.

Plant and Equipment.—For present conditions see report of York Street Ry. Co., following.

Officers.—Pres. Wm. H. Lanins, V. Pres. Grier Hersh.

Directors.—Wm. H. Lanins, Grier Hersh, W. F. B. Stewart, Geo. S. Billmeyer, Geo. P. Smyser, J. P. Stacey, W. A. Hymes.

General Office, Centre Square, York, Pa.

Date of information, Feb., 1901. x

York Street Railway Co.—Chartered Feb. 8, 1886. Annual meeting second Monday in Jan. This property is now part of the system of the York County Traction Co.

Plant and Equipment.—Miles of track (electric), in operation, 11; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. girder and T rail; 1 horse; 34 cars, of which 28 are motor cars and 6 trail cars; Russell-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and Jackson & Sharp cars, Brill trucks.

Date of information, Feb., 1901. x

YOUNGSTOWN, O.

Population in 1880, 15,435, in 1890, 33,220, in 1900, 44,885.

Mahoning Valley Railway Co.—Chartered in 1896 as an actual consolidation of the Youngstown Street Ry. Co. and the Mahoning Valley Electric Ry. Co. This company controls the capital stock of the Mineral Ridge & Niles St. Ry. Co., of Niles, O., and the Trumbull Electric R. R. Co., of Warren, O., and operates under contract the property of the Mahoning Valley Southeastern Ry. Co.

Capital Stock, $1,500,000.

Funded Debt.—Mahoning Valley Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,200,000; issued $600,000; dated July 1, 1897, due 1917; denom., $1,000; int. payable Jan. and July at office of Central Trust Co., New York City, trustee of mortgage.

Youngstown St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1,1891, due 1911; denom., $1,000; int. payable May and Nov. at office of Central Trust Co., New York City, trustee of mortgage. These bonds may be called at par after May 1, 1901.

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 48 lb. to 70 lb. T and girder rail; 42 motor cars; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors; B. & S., Pullman, Gilbert and Newcastle cars.

Officers.—Pres. M. A. Verner, Pittsburg; 1st V. Pres. C. F. Clapp, 2d V. Pres. B. F. Miles, Sec. John E. McVey, Treas. Gen. Man. & Pur. Agt. A. A. Anderson, Supt. Ch. Engr. & Elecn. George Beatty.

Directors.—James Parmelee, G. E. Herrick, J. G. Butler, Jr., W. H. Lawrence, B. F. Miles, C. F. Clapp, R. G. Sykes, A. A. Anderson.

General Office, West Federal St., Youngstown, O.

References.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94; freight and express line, Vol. XIV, Feb., '98, p. 81 (ill.).

Date of information, Mar., 1901. z

Mahoning Valley Southeastern Railway Co.—This road was placed in operation Nov. 10, 1899, being operated under contract by the Mahoning Valley Ry. Co.

Plant and Equipment.—Miles of track (electric), 2.5.

Officers.—Pres. John E. McVey, V. Pres. H. M. Robinson, Sec. C. Y. McVey, Treas. & Gen. Man. A. A. Anderson.

Directors.—John E. McVey, A. A. Anderson, A. L. Rowland, H. M. Robinson, C. Y. McVey.

General Office, Youngstown, O.

Date of information, Mar., 1901. z

Youngstown & Sharon Street Railway Co.—This company is a reorganization of the Youngstown Park & Falls Street Ry. Co., which was chartered 1893, for 50 years; municipal franchise granted in 1896, for 25 years. This company's road, which is still under construction is now a part of the system of the Youngstown-Sharon Railway & Light Co., of Sharon, Pa.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Dec. 1, 1900, due 1930; denom. $1,000; int. payable June and Dec., at office of New York Security & Trust Co., trustee.

Plant and Equipment.—Miles of track (electric) under construction, 14; gauge, 4 ft. 8½ in.; 70 lb. T and 94 lb. girder rail; 20 motor cars.

Officers.—Pres. Caleb C. Wick, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery.

Directors.—H. W. Whipple, L. Calkins, I. F. Thompson, New York City; C. B. Wick, M. A. Norris, G. E. Rose, S. D. L. Jackson, Youngstown.

General Office, Youngstown, O.

Date of information, Mar., 1901. z

ZANESVILLE, O.

Population in 1880, 18,113, in 1890, 21,009, in 1900, 23,538.

Zanesville Electric Railway Co.—Chartered Jan., 1899, as the successor to the Zanesville Ry. & Electric Co., which was chartered July 9, 1896, and was sold at receivers sale.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 4 p. c. gold coupon bonds, authorized, $300,000, and issued, $250,000; dated Feb. 1, 1899, due 1919; denom. $1,000; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Dec. 31, 1900.

Gross receipts	$50,453
Operating expenses	31,083
Earnings from operation	19,370

Balance Sheet.—Dated Jan. 1, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$567,434	Capital stock	$300,000
Cash	624	Funded debt	300,000
Treasury bonds	50,000	Notes payable	3,000
		Accoùnts payable	362
		Accured interest	4,266
		Profit and loss (surplus)	10,430
Total	$618,058	Total	$618,058

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 50 lb. girder and T rail; 31 cars, of which 20 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Lamokin cars.

Officers.—Pres. T. T. Robinson, V. Pres. J. M. Graham, Treas. W. B. Cosgrove, Sec., Gen. Man. & Pur. Agt. W. A. Gills, Elecn. A. A. Benn.

Directors.—T. T. Robinson, J. M. Graham, W. A. Gills, W. B. Cosgrove, F. A. Durbin.

References.—Description of road, Vol. XIII, Feb., '97, p. 83 (ill); description of parks, Vol. XIII, Feb., '97, p. 94; receivership, Vol. XIV, Feb., '98, p. 84 (ad.).

Date of information, Feb., 1901. z

Zanesville, Adamsville & Coshocton Electric Railway Co.—This company was organized to construct an electric railway connecting Zanesville with Adamsville and Coshocton, and its line is now under construction.

Officers.—Pres. J. B. Wilson, V. Pres. E. G. Abbott, Sec. H. E. Bucker, Treas. W. O. Littick.

General Office, 47 No. 4th St., Zanesville, O.

Date of information, Jan., 1901. x

ADDENDA.

The following information and corrections have been received too late for publication in the body of American Street Railway Investments.

ASBURY PARK, N. J.

Atlantic Coast Electric Railroad Co.

Operation.—Year ending Dec. 31, 1900.

Receipts from passengers	$188,956
" " other sources	79,846
" total	268,802
Operating expenses	155,327
Earnings from operation	113,475

Date of information, Apr., 1901. b

For additional information see page 13.

ATLANTA, GA.

Atlanta Railway & Power Co.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued $5,000,000; dated July 2, 1900, due 1930; denom. $1,000; coupon, but may be registered, not subject to call; int. payable at office of Mercantile Trust & Deposit Co., of Baltimore, trustee.

Of the new issue $225,000 are held by trustee to retire the Atlanta Street R. R. Co.'s 6 p. c. bonds which are not subject to call before maturity in 1930; $2,275,000 are held by the trustee to retire the Atlanta Consolidated Street Ry. Co.'s 5 p. c. bonds which cannot be called until July 1, 1904, when they will be retired; $2,500,000 were sold to acquire the Atlanta Ry. Co.'s new lines and equipments and new 10,000 H. P. power station; $1,000,000 is held in reserve for future acquisitions.

The Atlanta Ry. Co.'s 5 p. c. bonds, issued, $300,000, have been called and cancelled.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$633,583
" " other sources	6,651
" total	640,234
Operating expenses	345,196
Earnings from operation	295,038
Interest	175,768
Taxes	17,725
Net income	101,545
P. c operating expenses to total receipts	53.9

BALANCE SHEET.—Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of road and equip.	$7,109,479	Capital stock	$2,000,000
Cash	388,136	Funded debt	5,000,000
Material and supplies	56,102	Accrued bills & interest	151,171
Bills receivable	209,848	Bills payable	158,000
Insurance	1,015	Pay rolls	19,680
Other assets	220	Atlanta Ry. Co. acct.	89,410
		Dividends	464
		Profit and loss (surplus)	346,075
Total	$7,764,800	Total	$7,764,800

Date of information, Mar., 1901. z

For additional information see page 15.

BRIDGETON, N. J.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$59,093
" " other sources	9,613
" total	68,706
Operating expenses and fixed charges	45,640
Net income	23,066
Dividends	14,000
To surplus account	9,066

Date of information, Apr., 1901. b

For additional information see page 35.

BRIGANTINE BEACH, N. J.

Brigantine Transportation Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$10,952
Operating expenses	22,997
Net income	†12,045

† Deficit.

Date of information, Apr., 1901. b

For additional information see page 35.

BURLINGTON, N. J.

Burlington & Mount Holly Traction Railroad Co.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$14,523
" " other sources	935
" total	15,458
Operating expenses	22,964
Deficit from operation	7,506

Date of information, Apr., 1901. b

For additional information see page 51.

CAMDEN, N. J.

Camden, Gloucester & Woodbury Railway Co.

FUNDED DEBT.—None (see opening paragraph p. 52).

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$140,225
Operating expenses	96,041
Net income	43,184

OFFICERS.—Pres. J. Willard Morgan, Sec. & Treas. Thomas N. McCarter, Gen. Man. M. C. Ludlane, Supt. Geo. E. Tracy.

DIRECTORS.—J. W. Morgan, Anthony R. Kuser, Thos. N. McCarter, David Baird, C. W. Riker, G. A. Muller, F. F. Dryden, Uzal H. McCarter, Wm. J. Thompson.

Date of information, Apr., 1901. z

For additional information see page 52.

Camden & Trenton Railway Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$12,177
Operating expenses	14,127
Deficit from operation	1,950

Date of information, Apr., 1901. b

For additional information see page 53.

CAPE MAY, N. J.

Cape May, Delaware Bay & Sewall's Point Railroad Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$18,093
Operating expenses	18,104
Net income	*11

*Deficit.

Date of information, Apr., 1901. b

For additional information see page 54.

ELIZABETH, N. J.

Elizabeth, Plainfield & Central Jersey Railway Co.

OPERATION.—The figures given are for the six consolidated companies combined for the whole year ending Dec. 31, 1900.

Gross receipts	$201,123
Operating expenses	179,391
Earnings from operation	21,732

For the period from Nov. 29, 1900, (date of consolidation) to Dec. 31, 1900, the figures of the new company were:

Gross receipts	$17,086
Operating expenses	10,252
Earnings from operation	6,834

Date of information, Apr., 1901. b

For additional information see page 92.

ELMIRA, N. Y.

Elmira Water, Light & R. R. Co.—On Mar. 22, 1901, negotiations were closed whereby the Elmira Water, Light & R.R.Co. changed ownership; the purchasers, it is understood, already control the West Side Street R. R. Co., which will be consolidated into the new company. The officers named and statements made on page 92 are for fiscal year ending June 30, 1900. No official information of the new company could be obtained up to the time of going to press.

Date of information, Apr., 1901. x

For additional information see page 92.

HACKENSACK, N. J.

The New Jersey & Hudson River Railway & Ferry Co. and Bergen County Traction Co.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$68,064
" " other sources	20,831
" total	88,895
Operating expenses	42,301
Earnings from operation	46,594

Date of information, Apr., 1901. b

For additional information see page 111.

HAMPTON, VA.

Newport News & Old Point Railway & Electric Co.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,500,000; held in escrow for prior liens, $1,575,000; held in treasury, $925,000; dated Mar., 1901, due 1941; denom. $1,000. It is reported that this new issue is made to cover the purchase of $500,000 of capital stock and $500,000 of bonds of the Norfolk & Atlantic Terminal Co., which commenced operation Sept. 8, 1900, from Norfolk to Sewell's Point and by ferry to Old Point, also to acquire $92,000 of $100,000 of capital stock and $235,000 of bonds of the Danville Ry. & Electric Co., operating 6 miles, and the Newport News Gas Co., the only gas plant in Newport News.

Date of information, Mar., 1901. x

For additional information see page 114.

JERSEY CITY, N. J.

North Jersey Street Railway Co.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$3,959,854
" " other sources	32,207
" total	3,992,061
Operating expenses	1,942,790
Earnings from operation	2,049,371

DIRECTORS.—Joseph D. Bedle, Edward L. Young succeed F. O. Matthussen, A. Q. Garretson.

Date of information, Apr., 1901. b z

For additional information see page 127.

KEYPORT, N. J.

Keyport & Matawan Street Railroad Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$4,156
Operating expenses	3,911
Earnings from operation	245

Date of information, Apr., 1901. b

For additional information see page 132.

LEXINGTON, KY.

Lexington Railway Co.

CAPITAL STOCK, $800,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, $737,000; dated July 1, 1899, due 1949; denom. $1,000, int. payable June and Dec., at office of Continental Trust Co., of Baltimore, Md., trustee of mortgage.

Passenger & Belt Ry. Co.'s first mortgage 6 p. c. gold bonds, outstandieg, $138,000; dated Apr. 1, 1891, due, $15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 35 motor cars and 12 trail cars, Gen. Elec. generators and motors, Pullman and Jackson & Sharp cars.

OFFICERS.—Pres. R. Lancaster Williams, V. Pres. Geo. W. Darnall, Sec. T. D. Murray, Treas. R. P. Stoll, Gen. Man. E. C. Hathaway.

DIRECTORS.—R. Lancaster Williams, Richmond, Va.; George W. Darnall, R. P. Stoll, W. J. Longbridge, Jerema R. Morton, Louis des Cognets, S. D. Warfield, Baltimore, Md.

GENERAL OFFICE, Main and Cheapside Sts., Lexington, Ky.

Date of information, Apr., 1901. z

MILLVILLE, N. J.

Millville Traction Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$6,668
Operating expenses	9,141
Deficit from operation	2,473

Date of information, Apr., 1901. b

For additional information see page 154.

MOUNT HOLLY, N. J.

Mount Holly Street Railway Co.—This property is operated by Joseph Cross, lessee, at an annual rental of $250.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$1,120
Operating expenses and rental	1,109
Net income	11

Date of information, Apr., 1901. b

For additional information see page 163.

NEWARK, N. Y.

Population in 1890, 3,698, in 1900, 4,578.

Newark & Marion Railway Co.—Incorporated Mar. 4, 1900, to construct an electric railway connecting Newark and Marion, about 10 miles. Surveys have been made and contracts for construction during the summer of 1901 have been signed.

CAPITAL STOCK, authorized, $100,000; par value, $100 per share.

FUNDED DEBT.—Unknown.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T rail, 10 motor cars; contracts closed for power station and equipment.

OFFICERS.—Pres. & Gen. Man. C. L. B. Tylee, V. Pres. W. H. Kelley, Sec. F. D. Burgess, Treas. E. V. Perison.

GENERAL OFFICE, Newark, N. Y.

Date of information, Mar., 1901. z

No additional.

NEW BRUNSWICK, N. J.

The Middlesex & Somerset Traction Co.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$144,176
Operating expenses	137,266
Net income	6,910

Date of information, Apr., 1901. b

For additional information see page 168.

ORANGE, N. J.

Orange Mountain Traction Co.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$7,058
" " other sources	1,646
" total	8,704
Operating expenses	10,069
Deficit	1,365

Date of information, Apr., 1901. b

For additional information see page 196.

WOODSTOCK, ONT.

Woodstock, Thames Valley & Ingersoll Electric Railway Co.—Municipal franchise granted in July, 1900, for 50 years. Construction work finished on six miles of the total 14 proposed.

CAPITAL STOCK.—Common stock, authorized, $300,000, issued, $100,000; preferred stock, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $140,000; dated May 1, 1900, due May 1, 1940; denom. $100 and $500; int. payable May and Nov., at office of the Harrisburg Trust Co., of Harrisburg, Pa., trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track, constructed, 6; under construction, 8, total 14; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T rail; 5 motor cars; 150 H. P. station plant, Leonard engines, Thresher Elec. Co. generators, Gen. Elec. motors, Brill cars.

OFFICERS.—Pres. J. G. Wallace, Sec. & Treas. J. H. Armstrong,

DIRECTORS.—J. G. Wallace, W. H. Armstrong, E. W. Nesbitt, F. R. Ball, D. W. Karn.

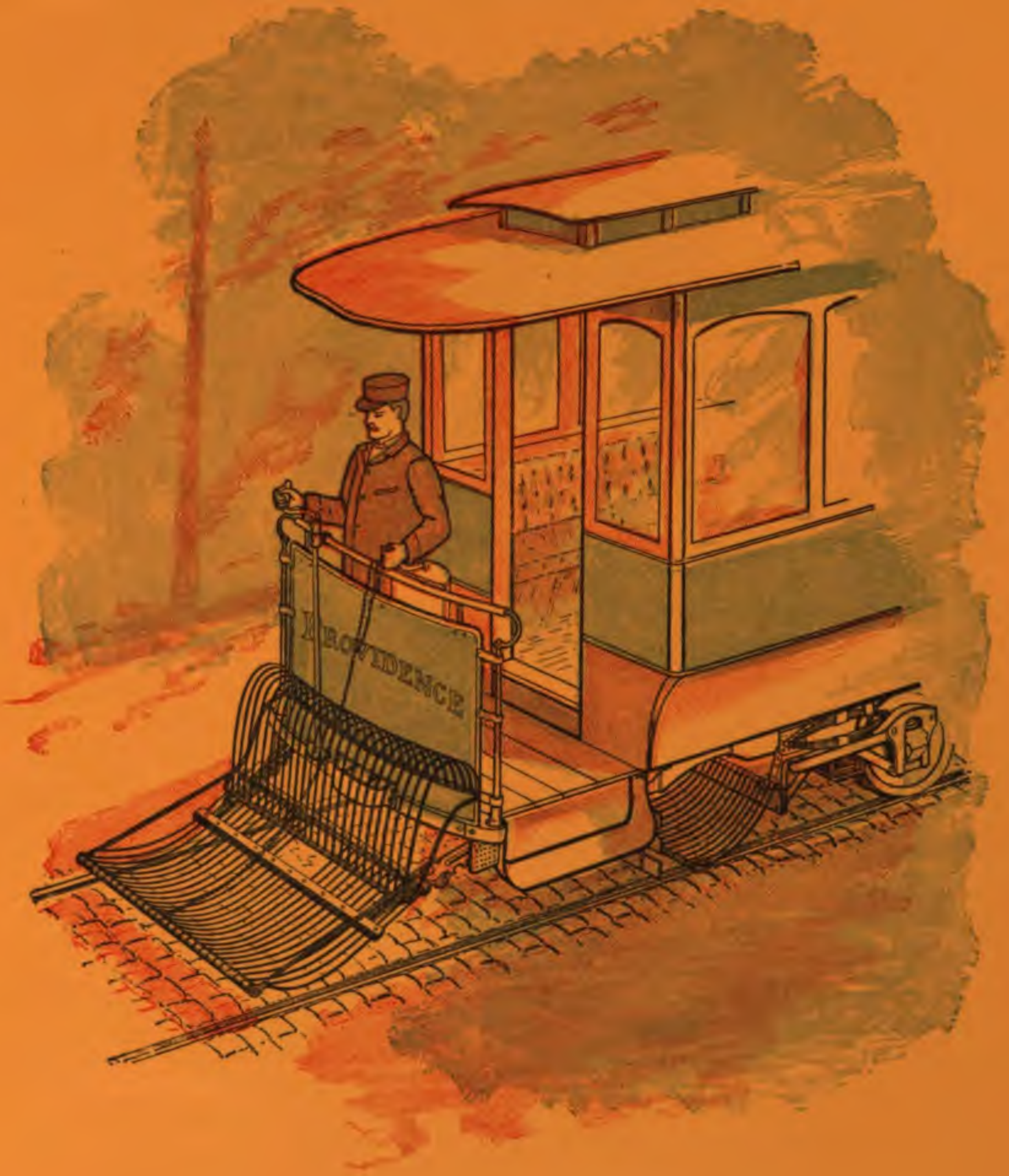
GENERAL OFFICE, 365 Dundas St., Woodstock, Ont.

Date of information, Apr., 1901. z

...THE ...

PROVIDENCE CAR FENDER

SAVES HUMAN LIVES.



... MANUFACTURED BY ...

THE CONSOLIDATED CAR FENDER CO.

39 CORTLANDT ST., NEW YORK.

FACTORY
PROVIDENCE, R. I.

PROVIDENCE CAR FENDERS

are now in practical operation on more than 7,500 cars operated on 119 electric roads in 200 cities and towns in the United States, South America and Europe. 95 per cent of all car fenders used in the world, other than those made by electric roads themselves, are Providence Fenders.

THE FOLLOWING IS A PARTIAL LIST OF ROADS USING THIS FENDER

Albany Railway, Albany, N. Y.
Albany & Hudson Railway & Power Co., Hudson, N. Y.
Allentown & Lehigh Valley Traction Co., Allentown, Pa.
Alton Railway & Illuminating Co., Alton, Ill.
Altoona & Logan Valley Electric Ry. Co., Altoona, Pa.
Amsterdam Street Railway Co., Amsterdam, N. Y.
Atlantic Highlands, Red Bank & Long Branch Electric Railway, Red Bank, N. J.
Auburn City Ry. Co., Auburn, N. Y.
Bellows Falls & Sextons River Ry. Co., Bellows Falls, Vt.
Bennington & Hoosic Valley Ry. Co., Hoosic Falls, N. Y.
Binghamton R. R. Co., Binghamton, N. Y.
Bradford Electric Street Railway Co., Bradford, Pa.
Bridgeport Traction Co., Bridgeport, Conn.
Cairo Electric Ry. Co., Cairo, Ill.
Carbon County Electric Ry. Co., Mauoh Chunk, Pa.
Central Ry. & Electric Co., New Britain, Conn.
Cincinnati, Lawrenceburg & Aurora St. Ry. Co., Cincinnati, Ohio.
Cincinnati & Hamilton Electric Ry. Co., Cincinnati, O.
Citizens' Rapid Transit Ry. Co., Nashville, Tenn.
Citizens' Street Ry. Co., Fishkill-on-Hudson, N. Y.
City Electric Ry. Co., Port Huron, Mich.
City Passenger Ry. Co., Altoona, Pa.
City Street Car Co., Staunton, Va.
Cleveland, Berea, Elyria & Oberlin Ry. Co., Cleveland, O.
Cleveland Electric Ry. Co., Cleveland, O.
Cleveland, Painesville & Eastern R. R. Co., Cleveland, O.
Cleveland & Chagrin Falls Electric Ry. Co., Cleveland, O.
Cleveland & Eastern Ry. Co., Cleveland, O.
Connecticut Lighting & Power Co., Norwalk, Conn.
Consolidated Street Ry. Co., Grand Rapids, Mich.
Consolidated Traction Co., Jersey City and Newark, N. J.
Dayton, Springfield & Urbana Elec. Ry. Co., Dayton, O.
Dayton & Western R. R. Co., Dayton, O.
Derby Street Railway Co., Derby, Conn.
Des Moines City Ry. Co., Des Moines, Ia.
Electric Construction Co., Richmond, Va.
Elizabeth City Horse R. R. Co., Elizabethport, N. J.
Elizabeth City R. R. Co., Elizabeth, N. J.
Fairhaven & Westville R. R. Co., New Haven, Conn.
Fall River Street Ry. Co., Fall River, Mass.
Fitchburg & Leominster Street Ry. Co., Fitchburg, Mass.
Fonda, Johnstown & Gloversville Street Railway Co., Gloversville, N. Y.
Fort Wayne Traction Co., Fort Wayne, Ind.
Hartford St. Ry. Co., Hartford, Conn.
Hartford & West Hartford H. R. R. Co., Hartford, Conn.
Herkimer, Mohawk, Ilion & Frankfort Street Railway Co., Mohawk, N. Y.
Hull Electric Co., Hull, Quebec.
Interstate Consolidated Street Ry. Co., No. Attleboro, Mass.
Indianapolis, Greenwood & Franklin R. R. Co., Greenwood, Ind.
Jackson Street Ry. Co., Jackson, Mich.
Lake Ontario & Riverside Ry. Co., Oswego, N. Y.
Linwood Street Ry. Co., Whitinsville, Mass.
Lorain & Cleveland Ry. Co., Cleveland, O.
Maple Avenue Ry. Co., Elmira, N. Y.
Meriden Electric R. R. Co., Meriden, Conn.
Meriden, Southington & Compounce Tramway Co., Meriden, Conn.
Metropolitan Street Railway Co., New York City.
Middlesex & Somerset Traction Co., New Brunswick, N. J.
Middletown-Goshen Traction Co., Middletown, N. Y.
Mountoursville Railway Co., Mountoursville, Pa.
Newburgh Electric Ry. Co., Newburgh, N. Y.
New Jersey Electric Railway Co., Hoboken, N. J.
Niagara, St. Catherines and Toronto Ry., St. Catherines, Ont.
Norfolk Ry. and Light Co., Norfolk, Va.
North Hudson County Ry. Co., Hoboken, N. J.
North Jersey St. Ry. Co., Jersey City, N. J.
New Haven St. Ry. Co., New Haven, Conn.
New Haven & Centreville St. Ry. Co., New Haven, Conn.
Norwalk Tramway Co., South Norwalk, Conn.
Ohio Central Traction Co., Galion, O.
Olympia Light & Power Co., Olympia, Wash.
Omaha Street Ry. Co., Omaha, Neb.
Omaha & Council Bluffs Railway & Bridge Co., Council Bluffs, Iowa.
Ottawa Street Ry. Co., Ottawa, Ontario.
Passaic & Newark Electric Traction Co., Passaic, N. J.
Paterson Railway Co., Paterson, N. J.
Peekskill Traction Co., Peekskill, N. Y.
Pennsylvania & Ohio Railway Co., Conneaut, O.
Perth Amboy Railroad Co., Perth Amboy, N. J.
Plainfield Street Railway Co., Plainfield, N. J.
Port Norfolk Electric Ry. Co., Portsmouth, Va.
Raritan Traction Co., Perth Amboy, N. J.
Richmond Traction Co., Richmond, Va.
Richmond Ry. & Electric Co., Richmond, Va.
Rochester & Suburban Railway Co., Rochester, N. Y.
Rochester & Sodus Bay Railway Co., Rochester, N. Y.
Rutland Street Ry. Co., Rutland, Vt.
Sandusky & Interurban Elec. Ry. Co., Sandusky, O.
San Diego Electric Ry. Co., San Diego, Cal.
South Chicago City Ry. Co., South Chicago, Ill.
Southern Ohio Traction Co., Hamilton, O.
Springfield Electric Ry. Co., Springfield, Vt.
Staten Island Electric R. R. Co., New Brighton, N. Y.
Staten Island Midland R. R. Co., Stapleton, N. Y.
St. Louis & East St. Louis Elec. Ry. Co., East St. Louis, Ill.
Suburban Traction Co., Orange, N. J.
Superior Rapid Transit Co., West Superior, Wis.
Syracuse, Lakeside & Baldwinsville Ry. Co., Syracuse, N. Y.
Syracuse Rapid Transit Ry. Co., Syracuse, N. Y.
Syracuse & East Side Ry. Co., Syracuse, N. Y.
Toledo and Western Ry. Co., Toledo, Ohio.
Toronto Suburban Ry. Co., Toronto, Ont.
Tri-City Railway Co., Davenport, Ia.
Troy City Ry. Co., Troy, N. Y.
Union Depot Railroad Co., St. Louis, Mo.
Utica Belt Line Street R. R. Co., Utica, N. Y.
Utica & Mohawk Street Railway Co., Utica, N. Y.
Van Brunt Street & Erie Basin Ry. Co., Brooklyn, N. Y.
Waterbury Traction Co., Waterbury, Conn.
Webster & Dudley Street Ry. Co., Webster, Mass.
Westfield & Elizabeth St. Ry. Co., Plainfield, N. J.
Winchester Avenue St. Ry. Co., West Haven, Conn.
Yonkers R. R. Co., Yonkers, N. Y.
West Side R. R., Elmira, N. Y.

Compania de Ferrocarriles del Distrito Federal, City of Mexico, Mexico.
Compania de Tranvias de Lerdo, a Torreon Gomez Palacio, Durango, Mexico.
Buenos-Aires & Belgrano Tramways Co., Buenos-Aires, Argentina.
Buenos-Aires Electric Tramway Co., Buenos-Aires, Argentina.
La Capital Tramways Co., Buenos-Aires, Argentina.
Costa Rica Electric Light & Transportation Co., San Jose, Costa Rica.
Sao Paulo Railway Light & Power Co., Sao Paulo, Brazil.
Colombo Tramway Co., Colombo, Ceylon.

No expense is spared. either in material or labor, to make the PROVIDENCE FENDER the BEST LIFE SAVING DEVICE ever attached to an electric or cable car. In fact, it is the only car fender made that, when properly used, saves 100 per cent of all lives placed in jeopardy.

MANUFACTURED BY

THE CONSOLIDATED CAR FENDER CO.

39 CORTLANDT ST., NEW YORK.

FACTORY
PROVIDENCE, R. I.

FOX BROTHERS & CO.

24 Vesey Street, New York, N. Y.

MANUFACTURERS OF

Portable Track for
Contractors, Plantations,
Lumbering and Mines,
Railroad Spikes,
" Track Drills,
" " Levels,
" " Gauges,
Locomotive and Carbox Jack
Screws,

Jim Crow Railbenders,
Lever "
Switch Stands, Frog and
Switches,
Railroad and Plantation Steel
and Wooden Water Tanks,
Ring, Spiral, Hydraulic and
Square Flax Packings.

MANUFACTURERS' AGENTS FOR

Riveted Steel Pipe,
Passenger and Freight Cars,
Plantation and Dump Cars,
Hand and Push Cars,
Railroad Cycles and Velocipedes,
Hydraulic, Track and Lever Jacks,
Crow, Claw and Lining Bars,
Picks, Mattocks and Sledges,
Shovels, Scoops and Spades,
Adzes, Axes and Hatchets,
Bar and Sheet Iron,
Drill, Tool, Machinery and Sheet Steel,

Galvanized and Plain Corrugated Sheet Iron,
Cotton and Wool Waste,
Saw Mill Machinery,
Wood and Iron Wheelbarrows,
Portable Forges,
Pipe Stocks and Dies,
Machinists' and Blacksmiths' Screw Plates,
Files, Twist Drills and Handles,
Leather and Rubber Belting,
Steam, Fire and Water Hose,
Sheet Rubber Packing,
Vitrified Sewer Pipe.

LOWEST MANUFACTURERS' PRICES ON ALL THE ABOVE GOODS.

Eastern and Export Representatives
for
THE ROBERTS CAR & WHEEL COMPANY,
Three Rivers, Mich.

Eastern, Southern and Export Representatives
for
THE LIGHT INSPECTION CAR COMPANY,
Hagerstown, Ind.

New Illustrated Catalogue Sent on Application.

A FEW FACTS

REGARDING THE

STREET RAILWAY JOURNAL

1. The STREET RAILWAY JOURNAL is the standard international authority on electric traction and municipal transportation problems.

2. The first number of each month is devoted especially to practical articles and discussions dealing with broad questions of operating policy and financial management, as well as with technical details of construction, operation, accounting and law. The subsequent issues of the month contain chiefly the "News of the Week" in transportation circles, including reorganizations, receiverships, new incorporations, construction notes, financial items, etc., together with such technical papers and announcements as may be of immediate interest and value.

3. The practical articles, technical discussions and news matter published in the STREET RAILWAY JOURNAL form the most complete history of current progress in electric railroading, and make the JOURNAL indispensable to everyone wishing to keep in touch with the best practice and latest developments in the industry which it represents.

4. The advertising pages of the STREET RAILWAY JOURNAL form a remarkably complete cyclopædia of manufacturers, dealers, engineers, contractors, and financial institutions doing business in the street railway field. As a natural result the JOURNAL is constantly consulted as the buyers' directory of the electric railway industry.

5. The STREET RAILWAY JOURNAL publishes each month an international Edition, printed not only in English, but also in an abridged form of German and French; and the circulation of this International Edition covers with remarkable thoroughness the electric railway and tramway interests throughout the world, outside of the United States and Canada.

. . . . . SUBSCRIPTION PRICE . . . . .

AMERICAN EDITION (PUBLISHED WEEKLY), - -	$4.00 per year.
INTERNATIONAL EDITION (PUBLISHED MONTHLY),	6.00 " "

POSTPAID TO ANY COUNTRY OF THE WORLD.

——PUBLISHED BY THE——

STREET RAILWAY PUBLISHING CO.

120 LIBERTY STREET, NEW YORK.

L. W. LAWRENCE
STATIONERY AND PRINTING
FORTY NASSAU STREET
MUTUAL LIFE BUILDING
NEW YORK CITY
TELEPHONE CALL, 1946 JOHN

The Safety Car Heating and Lighting Co.

160 BROADWAY, NEW YORK.

PINTSCH SYSTEM CAR AND BUOY LIGHTING.

This Company controls in the United States the celebrated Pintsch System of Car and Bouy Lighting. It is economical, safe, efficient, and approved by railway managers and the Light House Board of the United States, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago and Atlanta. 105,000 cars, 4500 locomotives, and 1150 Buoys are equipped with this light.

STREET RAILWAY LINES.

This system of Lighting has also been adopted by the Manhattan Elevated R. R.; the Broadway the Third Avenue Cable Lines of New York; the North and West Chicago and the Chicago City Railway Lines of Chicago; the Olive Street Railway of St. Louis; the Columbus Central Electric Line of Columbus, O.; the Metropolitan Street Railway of Kansas City, and the Denver Cable Lines of Denver, Colo. These roads have over 3,000 cars equipped with this light.

CAR HEATING

By Steam Jacket System of Hot Water Circulation, Regulating Direct Steam System, Return and Single Trainpipe Systems.

AUTOMATIC STEAM COUPLERS.

THE WEBER RAILWAY JOINT MANUFACTURING CO.

EMPIRE BUILDING, 71 BROADWAY
NEW YORK

GIRDER RAIL JOINT

STANDARD "T" RAIL JOINT

BRANCH OFFICES

BOSTON, Mason Building
BALTIMORE, Equitable Building
CHICAGO, Old Colony Building
ST. PAUL, 109 Endicott Arcade
SAN FRANCISCO, 13 Front Street
MONTREAL, 151 St. James Street
ST. LOUIS, Waycott-Andrews Supply Co.

The First Practical Work on Electric Railway Motors.

MODERN ELECTRIC RAILWAY MOTORS

By GEO. T. HANCHETT, M. E.

This is a book unique in its treatment of electric railway equipment. The first ten chapters are devoted to minute description of the details of electric railway motors that are in use to day. Each organ of an electric railway motor is taken up in turn, described and illustrated by examples of present and past practice, and its operation explained in the light of practical experience. In short, the review of current practice is of such a nature as to bring out the reason why the electric railway motor is built as it is to-day. For example, field magnets of different types of motors are illustrated and compared, and their features of merit and faults pointed out. Armatures, armature windings, brush holders, suspensions and other details are similarly treated, each detail, however minute, being exhaustively considered. The last two chapters are devoted, one to the management and repair of electric railway motors, and the other to railway motor design, a complete design being worked out as an example. A table gives authoritative data of all types of railway motors in common use, both in America and Europe.

200 PAGES. 157 ILLUSTRATIONS AND TABLE. PRICE, $2.00

Published by STREET RAILWAY PUBLISHING CO., 120 Liberty St., New York

INDEX TO STREET RAILWAY COMPANIES.

A

Adrian Street Ry. Co., Adrian, Mich ... 5
Akron & Cuyahoga Falls Rapid Transit Co., Akron, O ... 5
Albany & Hudson Ry. & Power Co., Hudson N. Y ... 123
Albany & Schoharie Valley R. R. Co., Albany, N. Y ... 6
Algiers, Gouldsboro & Gretna Ry. Co. New Orleans, La ... 173
Allentown & Kutztown Electric Railway Co., Allentown, Pa ... 7
Allentown & Lehigh Valley Traction Co., Allentown, Pa ... 6
Alliance Street Ry. Co., Alliance, O ... 7
Alton & East Alton Railway & Power Co., Alton, Ill ... 9
Alton Ry., Gas & Electric Co., Alton, Ill ... 7
Altoona & Logan Valley Electric Ry. Co. (The), Altoona, Pa ... 9
American Railways Co., Philadelphia, Pa ... 202
Amesbury & Hampton Street Ry. Co., Amesbury, Mass ... 9
Amherst & Sunderland Ry. Co. (The), Amherst, Mass ... 10
Amsterdam Street R. R. Co., Amsterdam, N. Y ... 10
Amsterdam-Hageman Traction Co., Amsterdam, N. Y ... 11
Anacostia & Potomac River Ry. Co., Washington, D. C ... 270
Anniston Electric & Gas Co., Anniston, Ala ... 11
Anoka Street Ry. Co., Anoka, Minn ... 11
Appleton Electric Light & Power Co., Appleton, Wis ... 11
Asheville & Biltmore Street Ry. & Transportation Co., Asheville, N. C ... 13
Asheville Electric Co., Asheville, N. C ... 13
Asheville Street R. R. Co., Asheville, N. C ... 13
Asheville & Weaverville Electric Ry. & Power Co., Asheville, N. C ... 13
Ashland & Catlettsburg Street Ry. Co., Ashland, Ky ... 14
Ashland Light, Power & Street Ry. Co., Ashland, Wis ... 14
Ashtabula Rapid Transit Co., Ashtabula, O ... 14
Astoria Ry. Co., Astoria, Ore ... 14
Atchison Ry., Light & Power Co., Atchison, Kan ... 14
Athens Electric Ry. Co., Athens, Ga ... 14
Athol & Orange Street Ry. Co., Athol, Mass ... 15
Atlanta Ry. & Power Co., Atlanta, Ga ... 15, 287
Atlanta Ry. Co., Atlanta, Ga ... 16
Atlanta Rapid Transit Co., Atlanta, Ga ... 16
Atlanta Electric Ry. Co., Atlanta, Ga ... 16
Atlantic City Street Ry. Co., Atlantic City, N. J ... 16
Atlantic Coast Electric R. R. Co., Asbury Park, N. J ... 13, 286
Atlantic Highlands, Red Bank & Long Branch Electric Ry. Co., Redbank, N. J ... 227
Auburn City Ry. Co., Auburn, N. Y ... 16
Auburn Interurban Electric R. R. Co., Auburn, N. Y ... 16
Augusta, Hallowell & Gardiner R. R. Co., Augusta, Me ... 17
Augusta Ry. & Electric Co., Augusta, Ga ... 17
Aurora & Geneva Ry. Co., Aurora, Ill ... 18
Aurora Street Ry. Co., Aurora, Ill ... 17
Aurora, Wheaton & Chicago Ry. Co., Chicago, Ill ... 65
Austin Rapid Transit Ry. Co., Austin, Tex ... 18

B

Babylon R. R. Co. (The), Babylon, N. Y ... 18
Baden & St. Louis R. R., St. Louis, Mo ... 236
Baker City Ry. & Motor Co., Baker City, Ore ... 18
Bakersfield & Kern Electric Ry. Co., Kern, Cal ... 132
Ballston Terminal R. R. Co., Ballston Spa, N. Y ... 18
Baltimore & Washington Transit Co., Washington, D. C ... 271
Bangor, Hampden & Winterport Ry. Co., Bangor, Me ... 20
Bangor, Orono & Oldtown R. R. Co., Bangor, Me ... 20
Bangor Street Ry. Co., Bangor, Me ... 19
Barre & Montpelier Traction & Power Co., Barre, Vt ... 21
Bay Cities Consolidated Ry. Co., Bay City, Mich ... 21
Bay Head & Point Pleasant Street R. R. Co., Point Pleasant, N. J ... 216
Beatrice Electric Co., Beatrice, Neb ... 21
Beaver Valley Traction Co., Beaver Falls, Pa ... 21
Beaver & Vanport Electric Street Ry. Co., Beaver Falls, Pa ... 22
Belleville Electric Ry. Co., Belleville, Ill ... 22
Belleville & St. Louis R. R. Co., Belleville, Ill ... 22
Belleville Traction Co., Ltd. (The), Belleville, Ont ... 22
Bellingham Bay Electric Street Ry. Co., New Whatcom, Wash ... 177
Bellows Falls & Saxton's River Electric R. R. Co., St. Johnsbury, Vt ... 234
Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y ... 121
Bennington & Woodford Electric R. R. Co., Bennington, Vt ... 23
Benton & Fairfield Ry. Co., Fairfield, Me ... 95
Benton Power & Traction Co., St. Cloud, Minn ... 234
Bergen County Traction Co., Undercliff, N. J ... 267
Berkley Street Ry. Co., (The) Berkley, Va ... 23
Berlin & Waterloo Street Ry. Co., Waterloo, Ont ... 273
Bethlehem & Nazareth Passenger Ry. Co., Bethlehem, Pa ... 23
Beverly & Danvers Street Ry. Co., Beverly, Mass ... 23
Biddeford & Saco R. R. Co., Biddeford, Me ... 23
Biloxi Street Ry. Co., Biloxi, Miss ... 25
Binghamton, Lestershire & Union Ry. Co. Binghamton, N. Y ... 25
Binghamton R. R. Co., Binghamton, N. Y ... 25
Birmingham Belt R. R. Co., Birmingham, Ala ... 27
Birmingham Ry. & Electric Co., Birmingham, Ala ... 27
Birmingham Ry., Light & Power Co., Birmingham, Ala ... 25
Birmingham Traction Co., Birmingham, Ala ... 27
Black River Traction Co., Watertown, N. Y ... 273
Bleecker Street & Fulton Ferry R. R. Co., New York ... 177
Bloomington & Normal Ry. Co. (The), Bloomington, Ill ... 27
Blue Hill Street Ry. Co., Boston, Mass ... 32
Boise Rapid Transit Co., Boise City, Idaho ... 27
Boone Electric Street Ry. & Light Co., Boone, Ia ... 27
Boone Suburban Ry. Co., Boone, Ia ... 27
Boston Elevated Ry. Co., Boston, Mass ... 27
Boston, Milton & Brockton Street Ry. Co., Boston, Mass ... 37
Bowling Green Ry. Co., Bowling Green, Ky ... 33
Bozeman Street Ry. Co., Bozeman, Mont ... 33
Bradford Electric Street Ry. Co., Bradford, Pa ... 33
Branford Street Ry. Co., Branford, Conn ... 34
Brantford Street Ry. Co., Brantford, Can ... 34
Brattleboro Street R. R. Co., Brattleboro, Vt ... 34
Brentwood, Clayton & St. Louis R. R. Co., St. Louis, Mo ... 240
Bridgeport Traction Co., Bridgeport, Conn ... 34
Bridgeton & Millville Traction Co., Bridgeton, N. J ... 35, 287
Brigantine Transportation Co., Brigantine Beach, N. J ... 35, 287
Brightwood Ry. Co., Washington, D. C ... 270
Bristol Belt Line Ry. Co., Bristol, Tenn ... 35
Bristol County Street Ry. Co., Taunton, Mass ... 32, 261
Bristol & Plainville Tramway Co., Bristol, Conn ... 35
British Columbia Electric Ry. Co., New Westminster, B. C ... 176, 268
Broad Ripple Traction Co., Indianapolis, Ind ... 125
Broadway & Seventh Avenue R. R. Co., New York ... 177
Brockton, Bridgewater & Taunton Street Ry. Co., Brockton, Mass ... 36
Brockton & East Bridgewater Street Ry. Co., Brockton, Mass. 37
Brockton & Plymouth Street Ry. Co., Brockton, Mass ... 37
Brockton Street Ry. Co., Brockton, Mass ... 35
Brooklyn City & Newtown R. R. Co., Brooklyn, N. Y ... 44
Brooklyn City R. R. Co. (The), Brooklyn, N. Y ... 41
Brooklyn Union Elevated R. R. Co., Brooklyn, N.Y ... 42
Brooklyn Heights R. R. Co., Brooklyn, N. Y ... 40
Brooklyn, Queens County & Suburban R. R. Co., Brooklyn, N. Y. 41
Brooklyn Rapid Transit Co., Brooklyn, N. Y ... 38
Brownstown & Ewing Street Ry. Co., Brownstown, Ind ... 45
Brunswick Traction Co., New Brunswick, N. J ... 166
Buffalo, Bellevue & Lancaster Ry. Co., Bellevue, N. Y ... 48
Buffalo & Depew Ry. Co. Buffalo, N. Y ... 50
Buffalo, Gardenville & Ebenezer Ry. Co. Gardenville, N. Y ... 103
Buffalo, Hamburg & Aurora Electric Ry. Co., Buffalo, N. Y ... 50
Buffalo & Lockport Ry. Co., Buffalo, N. Y ... 48
Buffalo, Niagara Falls & Rochester Ry. Co., Rochester, N. Y ... 231
Buffalo & Niagara Falls Electric Ry. Co., Buffalo, N. Y ... 47
Buffalo Ry. Co., Buffalo, N. Y ... 46
Buffalo, Tonawanda & Niagara Falls Electric R. R. Co., Buffalo, N. Y ... 50
Buffalo Traction Co., Buffalo, N. Y ... 47
Buffalo & Williamsville Electric Ry. Co., Williamsville, N. Y ... 281
Burlington & Hinesburgh Ry. Co. Burlington, Vt ... 51
Burlington & Mount Holly Traction R. R. Co., Burlington, N. J ... 51, 287
Burlington Ry. & Light Co., Burlington, Ia ... 50
Burlington Traction Co., Burlington, Vt ... 51
Butler Passenger Ry. Co., Butler, Pa ... 51
Butte Electric Ry. Co., Butte, Mont ... 51

C

Cairo Electric Ry. Co., Cairo, Ill. 51
Calais Street Ry. Co., Calais, Me. 51
California Street Cable R. R. Co., San Francisco, Cal. 242
Calumet Electric Street Ry. Co., Chicago, Ill. 61
Camden, Gloucester & Woodbury Ry. Co., Camden, N. J. 52, 287
Camden Horse R. R. Co., Camden, N. J. 52
Camden Inter-State Ry. Co., Huntington, W. Va. 124
Camden & Suburban Ry Co., Camden, N. J. 52
Camden & Trenton Ry. Co., Camden, N. J. 53, 287
Canton & Akron Electric Ry. Co., Canton, O. 53
Canton-Massillon Electric Ry. Co., Canton, O. 53
Cape May, Delaware Bay & Sewell's Point R. R. Co., Cape May, N. J. 54
Cape May Transportation Co., Cape May, N. J. 54, 287
Capital Traction Co., Washington, D. C. 271
Carbon County Electric Ry. Co., Mauch Chunk, Pa. 149
Carbondale Ry. Co. (The), Carbondale, Pa. 54, 246
Carrollton Electric Ry. Co., Carrollton, Mo. 53
Cass Avenue & Fair Grounds Ry. Co., St. Louis, Mo. 236
Catharine & Bainbridge Streets Ry. Co. of the City of Philadelphia, Philadelphia, Pa. 205
Catskill Electric Ry. Co., Catskill, N. Y. 54
Cayadutta Electric R. R. Co., Gloversville, N. Y. 108
Cedar Rapids & Marion City Ry. Co., Cedar Rapids, Ia. 54
Centennial Passenger Ry. Co., (The) Philadelphia, Pa. 205
Central Crosstown R. R. Co., New York 177
Central Electric Ry. Co., Kansas City, Mo. 130
Centralia & Central City Street Ry. Co., Centralia, Ill. 55
Central Ohio Electric Interurban Ry. Co., Mount Vernon, O. 163
Central Park, North & East River R. R. Co., New York 178
Central Ry. Co., Peoria, Ill. 200
Central Ry. & Electric Co., New Britain, Conn. 168
Central Street Ry. Co., Santa Rosa, Cal. 244
Central Traction Co. (The), Pittsburg, Pa. 211
Chagrin Falls & Eastern Electric Ry. Co., Cleveland, O. 68
Charleroi, Bellevernon & Fayette City Electric Ry. Co., Charleroi, Pa. 55
Charleroi & West Side Street Ry. Co., Charleroi, Pa. 55
Charleston Consolidated Ry., Gas & Elec. Co., Charleston, S. C. 55
Charleston Traction Co., Charleston, W. Va. 56
Charlotte Electric Ry., Light & Power Co., Charlotte, N. C. 56
Charlottesville City & Suburban Ry. Co., Charlottesville, Va. 56
Chattanooga Electric Ry. Co., Chattanooga, Tenn. 56
Chattanooga & Lookout Mountain Ry., Chattanooga, Tenn. 56
Chelten Avenue Passenger Ry. Co., Philadelphia, Pa. 205
Cherry Hill, Elkton & Chesapeake City Electric Ry. Co., Elkton, Md. 92
Chester, Darby & Philadelphia Ry. Co., Chester, Pa. 58
Chester & Derry R. R. Association, Chester, N. H. 57
Chester & Media Electric Ry. Co., Chester, Pa. 58
Chester & Rock Spring Street Ry. Co., East Liverpool, O. 89
Chester Street Passenger Ry. Co., Chester, Pa. 58
Chester Traction Co., Chester, Pa. 57
Chicago City Ry. Co., Chicago, Ill. 60
Chicago Consolidated Traction Co., Chicago, Ill. 60
Chicago Electric Traction Co., Chicago, Ill. 61
Chicago General Ry. Co., Chicago, Ill. 61
Chicago & Harlem Street Ry. Co., Chicago, Ill. 65
Chicago, Harvard & Geneva Lake Ry. Co., Chicago, Ill. 65
Chicago & Joliet Electric R. R. Co., Joliet, Ill. 129
Chicago & Milwaukee Electric Ry. Co., Chicago, Ill. 62
Chicago Union Traction Co., Chicago, Ill. 58
Chillicothe Street R. R. Co., Chillicothe, Mo. 65
Chillicothe Electric R. R., Light & Power Co., Chillicothe, O. 65
Chillicothe, Mt. Sterling & Columbus Ry. Co., Chillicothe, O. 65
Chippewa Valley Electric R. R. Co. (The), Eau Claire, Wis. 91
Christopher & Tenth Street R. R. Co. (The), New York 178
Cincinnati & Hamilton Electric Street Ry. Co., Hamilton, O. 113
Cincinnati, Laurenceburg & Aurora Electric Street R. R. Co., Cincinnati, O. 67
Cincinnati & Miami Valley Traction Co., Hamilton, O. 113
Cincinnati, Newport & Covington Ry. Co., Cincinnati, O. 65
Cincinnati Street Ry. Co., Cincinnati, O. 66
Cincinnati Traction Co., Cincinnati, O. 66
Citizens' Clearfield & Cambria Street Ry. Co., Philadelphia, Pa. 205
Citizens' East End Street Ry. Co., Philadelphia, Pa. 205
Citizens' Electric Ry. Co., Eureka Springs, Ark. 94
Citizens' Electric Ry., Light & Power Co., Mansfield, O. 147
Citizens' Electric Street Ry. Co., Newburyport, Mass. 169
Citizens' Passenger Ry. Co., Philadelphia, Pa. 205
Citizens' Passenger Ry. Co. of Norristown, Norristown, Pa. 188
Citizens' Ry. Co., Fort Scott, Kan. 98
Citizens' Ry. Co., St. Louis, Mo. 238
Citizens' Ry. Co., Waco, Tex. 268
Citizens' Ry., Light & Power Co., Hampton, Va. 114
Citizens' Street Ry. Co., Cape Girardeau, Mo. 53
Citizens' Street Ry. Co., Fishkill, N. Y. 96
City Electric Ry. Co., La Salle, Ill. 136
City Electric Ry. Co., Port Huron, Mich. 217
City Electric Ry. Co. (The), Rome, Ga. 232
City Island R. R., City Island, New York 67
City Passenger Ry. Co., of Altoona, Altoona, Pa. 9
City Ry. Co. (The), Dayton, O. 80
City Ry. Co., Fort Worth, Tex. 99
City Street Ry. Co., Fremont, Neb. 101
City Electric Ry. Co., San Bernardino, Cal. 241
City Street Ry. Co., Sioux Falls, S. Dak. 251
City & Suburban R. R. Co., Savannah, Ga. 245
City & Suburban Ry. Co., Portland, Ore. 219
City & Suburban Ry. of Washington, Washington, D. C. 270
City & West Portland Park Motor Co., Portland, Ore. 219
Clarksburg Street Ry. Co., Clarksburg, W. Va. 67
Cleveland & Chagrin Falls Electric R. R. Co., Cleveland, O. 68
Cleveland & Eastern Electric R. R. Co., Cleveland, O. 70
Cleveland, Berea, Elyria & Oberlin Ry. Co., Cleveland, O. 68
Cleveland City Ry. Co., Cleveland, O. 68
Cleveland Electric Ry. Co., Cleveland, O. 68
Cleveland, Elyria & Western Ry. Co., Cleveland, O. 68
Cleveland, Medina & Southern Electric Ry. Co., Cleveland, O. 71
Cleveland, Painesville & Eastern R. R. Co., Cleveland, O. 70
Cleveland & Southwestern Electric Ry. Co., Cleveland, O. 71
Clinton Street Ry. Co., Clinton, Mo. 71
Clinton & Hudson Street Ry. Co., Clinton, Mass. 71
Coal Castle Electric Ry. Co., Pottsville, Pa. 221
Cohoes City Ry. Co. (The), Cohoes, N. Y. 71
College Hills & Park Line Co., Sherman, Tex. 251
College & Grand View Electric R. R. Co., Beaver Falls, Pa. 22
Collegeville Electric Ry. Co., Norristown, Pa. 188
Collinsville, Caseyville & East St. Louis Electric Ry. Co., East St. Louis, Ill. 90
Colonial City Traction Ry. Co., Kingston, N. Y. 133
Colorado Springs & Cripple Creek District Ry. Co., Cripple Creek, Col. 78
Colorado Springs Rapid Transit Ry. Co., Colorado Springs, Col. 71
Columbia Electric Street Ry., Light & Power Co., Columbia, S. C. 72
Columbia Ry. Co., Washington, D. C. 270
Columbus R. R. Co., Columbus, Ga. 72
Columbus Ry. Co., Columbus, O. 72
Columbus, Buckeye Lake & Newark Traction Co., Columbus, O. 74
Columbus, Grove City & Southern Ry. Co., Columbus, O. 74
Columbus, London & Springfield Ry. Co., Columbus, O. 74
Columbus, New Albany & Johnstown Ry. Co., Columbus, O. 74
Commonwealth Avenue Street Ry. Co., Newton, Mass. 174
Compton Heights, Union Depot & Merchants' Terminal Ry. Co., St. Louis, Mo. 238
Concord Street Ry., Concord, N. H. 74
Conestoga Traction Co., Lancaster, Pa. 135
Coney Island & Brooklyn R. R. Co., Brooklyn, N. Y. 44
Connecticut Railway & Lighting Co., New Britain, Conn. 167
Connellsville, New Haven & Leisenring Street Ry. Co., Connellsville, Pa. 74
Connellsville Suburban Street Ry. Co., Connellsville, Pa. 75
Conshohocken Ry. Co., Norristown, Pa. 188
Consolidated Light & Ry. Co., Huntington, W. Va. 124
Consolidated Street Ry. Co., Cottonwood Falls, Kan. 77
Consolidated Traction Co., Jersey City, N. J. 127
Consolidated Traction Co. of Pittsburg, Pittsburg, Pa. 211
Continental Passenger Ry. Co. (The), Philadelphia, Pa. 206
Conway Electric Street Ry. Co., Conway, Mass. 75
Corning & Painted Post Street Ry. Co., Corning, N. Y. 76
Cornwall Electric Street Ry. Co. Ltd. (The), Cornwall, Ont. 76
Cortland & Homer Traction Co., Cortland, N. Y. 76
Cottage City Street Ry. Co., Cottage City, Mass. 77
Covington & Oxford Street R. R. Co., Covington, Ga. 77
Coxsackie, & Greenville Traction Co., Coxsackie, N. Y. 78
Creager Electric Light & Power Co., Fremont, O. 101
Crosstown Street Ry. Co., of Buffalo, Buffalo, N. Y. 47
Crump's, John S., Street Ry. Columbus, Ind. 72
Cumberland Electric Ry. Co., Cumberland, Md. 78
Cumberland Street Ry. Co., Providence, R. I. 223
Cumberland Valley Traction Co., Harrisburg, Pa. 116

D

Dallas Consolidated Electric Street Ry. Co., Dallas, Tex. 78
Dallas, Fort Worth & Southern Electric Ry. Co., Fort Worth, Tex. 98
Dallas & Oak Cliff Electric Ry. Co., Dallas, Tex. 78
Danbury & Bethel Street Ry. Co., Danbury, Conn. 79
Danville Street Ry. & Light Co., Danville, Ill. 79
Danville Railway & Electric Co., Danville, Va. 79
Dartmouth & Westport Street Ry. Co., New Bedford, Mass. 167
Dayton & Germantown Traction Co., Dayton, O. 81
Dayton, Springfield & Urbana Street R. R. Co. (The), Dayton, O. 80
Dayton, Tippecanoe & Troy Interurban Ry. Co., Dayton, O. 80
Dayton Traction Co., Dayton, O. 80
Dayton & Troy Electric Ry. Co., Dayton, O. 81
Dayton & Troy Traction Co., Dayton, O. 81
Dayton & Western Traction Co., Dayton, O. 80
Dayton & Xenia Traction Co., Dayton, O. 80
Decatur Street Ry. Co., New Decatur, Ala. 170
Decatur Traction & Electric Co., Decatur, Ill. 81
Deerfield & Utica R. R. Co., Deerfield, N. Y. 82
Delaware County & Philadelphia Electric Ry. Co., Philadelphia, Pa. 202
Delaware General Electric Ry. Co., Dover, Del. 87
Delaware Street Ry. Co., Delaware, O. 82
Delmar Avenue & Clayton Ry. Co., St. Louis, Mo. 238
Denison Street & Electric Ry. Co., Denison, Tex. 82
Denison & Sherman Ry. Co., Sherman, Tex. 250

Denver City Tramway Co., Denver, Col 82
Denver, Lakewood & Golden R. R. Co., Denver, Col 83
Derby Street Ry. Co., Derby, Conn 83
Des Moines City Ry. Co., Des Moines, Ia 84
Detroit Citizens' Street Ry. Co., Detroit, Mich 84
Detroit & Chicago Traction Co., Jackson, Mich 126
Detroit Electric Ry., Detroit, Mich 84
Detroit, Ft. Wayne & Belle Isle Ry. Co., Detroit, Mich 86
Detroit, Lake Shore & Mt. Clemens Ry., Detroit, Mich 87
Detroit & Northwestern Ry. Co., Detroit, Mich 87
Detroit & Pontiac Ry. Co., Detroit, Mich 86
Detroit, Port Huron & Shore Line Ry. Co.. Detroit, Mich 86
Detroit, Plymouth & Northville Ry., Detroit, Mich 87
Detroit, Rochester, Romeo & Lake Orion R.R. Co., Detroit, Mich. 87
Detroit United Ry. Co., Detroit, Mich 84
Detroit, Utica & Romeo Ry. Co., Detroit, Mich 87
Detroit, Ypsilanti & Ann Arbor, Ry. Co., Detroit, Mich 86
Dighton, Somerset & Swansea Street Ry. Co., Taunton, Mass... 260
Doylestown & Willow Grove R. R. Co., Doylestown, Pa 88
Dry Dock, East Broadway & Battery, R. R. Co., New York..... 178
Du Bois Traction Co., Du Bois, Pa 88
Duluth Street Ry. Co., Duluth, Minn 89
Duluth-Superior Traction Co., Duluth, Minn 88
Dunkirk & Fredonia R. R. Co., Fredonia, N. Y 100
Dunkirk & Point Gratiot Traction Co., Dunkirk, N. Y 89
Duquesne Traction Co. (The), Pittsburg, Pa 211
Durango Ry. & Realty Co., Durango, Col 89

E

East End Passenger Ry. Co., Williamsport, Pa 280
East Liverpool Ry. Co., East Liverpool, O 89
East Omaha Street Ry. Co., Omaha, Neb 194
Easton Consolidated Electric Co., Easton, Pa 90
Easton & Nazareth Street Ry. Co., Easton, Pa 91
Easton, Palmer & Bethlehem Street Ry. Co., Easton, Pa 91
Easton Street Ry. Co., Easton, Mass 90
Easton Transit Co., Easton, Pa 90
East Reading Electric Ry. Co., Reading, Pa 227
East St. Louis Electric Street R. R. Co., East St. Louis, Ill...... 89
East Side Electric Ry. Co., Kansas City, Mo 130
East Side Traction Co., Syracuse, N. Y 258
East Taunton Street Ry. Co., Taunton, Mass 261
East Wareham, Onset Bay & Point Independence Street Ry. Co., East Wareham, Mass 91
Egypt Electric Co., Cairo, Ill 51
Eighth Avenue R. R. Co., New York 178
Electric Ry. & Power Co. (The), Tiffin, O 262
Electric Street Ry. Co. of Clarksville, Clarksville, Tenn 67
Electric Traction Co. of Philadelphia (The), Philadelphia, Pa..... 206
Elgin City, Carpentersville & Aurora Ry. Co., Elgin, Ill 91
Elizabeth, Plainfield & Central Jersey Ry. Co., Elizabeth, N. J. 92, 287
Elizabeth Street Ry. Co., Elizabeth, N. J 92
Elmira Water, Light & R. R. Co., Elmira, N. Y 92, 287
Elmira & Seneca Lake Ry. Co., Elmira, N. Y 93
Elmsmere & Wilmington Electric Ry. Co., Wilmington, Del..... 281
El Paso & Juarez Avenue Street Ry. Co., El Paso, Tex 93
Empire Passenger Ry. Co., Philadelphia, Pa 206
Enfield & Longmeadow Electric Ry. Co., Thompsonville, Conn.. 262
Erie Electric Motor Co., Erie, Pa 93
Erie Rapid Transit Co., Erie, Pa 94
Escanaba Electric Street Ry. Co., Escanaba, Mich 94
Evansville Street Ry. Co., Evansville, Ind 94
Evansville & Southern Electric Ry. Co., Evansville, Ind 94
Everett Ry. & Electric Co., Everett, Wash 94
Exeter, Hampton & Amesbury Street Ry. Co., Exeter, N. H.... 94

F

Fairhaven & Westville R. R. Co., New Haven, Conn 171
Fairmont Electric Light & Ry. Co., Fairmont, W. Va 96
Fairmount Park & Haddington Passenger Ry. Co., Phila., Pa.. 206
Fairmount Park Transportation Co., Philadelphia, Pa 203
Fall River & Brockton Air Line Ry. Co., New Bedford, Mass... 167
Farmington Street Ry. Co. (The), Hartford, Conn 117
Findlay Street Ry. Co., Findlay, O 96
First Avenue Ry. Co., Seattle, Wash 247
Fishkill Electric Ry. Co., Fishkill, N. Y 97
Fitchburg & Leominster Street Ry. Co., Fitchburg, Mass 97
Fitchburg & Suburban St. Ry. Co., Fitchburg, Mass 97
Florence Electric Street Ry. Co., Florence, Col 98
Fonda, Johnstown & Gloversville R. R. Co., Gloversville, N. Y. 107
Fond du Lac Street Ry. & Light Co., Fond du Lac, Wis 98
Forest Park, Laclede & Fourth Street Ry. Co., St. Louis, Mo.... 238
Fort George & Eleventh Avenue Ry. Co., New York 179
Fort Madison Street Ry. Co., Fort Madison, Ia 98
Fort Meade Street Ry. Co., Fort Meade, Fla 98
Fort Smith Traction Light & Power Co., Fort Smith, Ark 98
Fort Smith & Van Buren Light & Transit Co., Fort Smith, Ark.. 98
Fort Wayne Traction Co., Fort Wayne, Ind 98
Fort Worth & Arlington Heights Street Ry. Co., Fort Worth, Tex 99
Fort Worth Street Ry. Co. (The), Fort Worth, Tex 99
Forty-second Street & Grand Street Ferry R. R. Co., New York. 179
Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co. (The), New York 179
Fountain Head R. R. Co., Knoxville, Tenn 133
Fox River Electric Ry. & Power Co., Green Bay, Wis 110
Fox River Valley Electric Ry. Co., Appleton, Wis 13
Framingham, Southborough & Marlborough Street Ry. Co., Marlborough, Mass 148
Framingham Union Street Ry. Co., Framingham, Mass 99
Frankford & Southwark Philadelphia City Passenger R. R. Co., Philadelphia, Pa 206
Frankfort & Suburban Ry. Co., Frankfort, Ky 99
Frankfort & Utica Street Ry. Co., Frankfort, N. Y 99
Franklin Electric Street Ry. Co., Franklin, Pa 100
Frederick & Middletown Ry. Co., Frederick City, Md 100
Freeport General Electric Co., Freeport, Ill 101
Fresno, Belmont & Yosemite R. R. Co., Fresno, Cal 101
Fresno R. R. Co., Fresno, Cal 101
Front & Union Street Passenger Ry. Co., Wilmington, Del...... 281
Fryeburg Horse R. R. Co., Fryeburg, Me 101
Fulton & Oswego Falls, Street Ry. Co., Fulton, N. Y 101
Fulton Street R. R. Co., New York, N. Y 179

G

Gadsden & Attalla Union Ry. Co., Gadsden, Ala 102
Gainesville & Hall County Street R. R. Co., Gainesville, Ga.... 102
Gainesville Park Street Ry. Co., Gainesville, Tex 102
Galesburg Electric Motor & Power Co., Galesburg, Ill 102
Galt, Preston & Hespeler Street Ry. Co., Ltd., Galt, Ont 102
Galveston City R. R. Co., Galveston, Tex 102
Gardner Electric Street Ry. Co., Gardner, Mass 103
Gardner, Westminster & Fitchburg Street Ry. Co., Gardner, Mass. 103
Geary Street, Park & Ocean R. R. Co., San Francisco, Cal...... 242
Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y 104
Georgetown, Rowley & Ipswich Ry, Co., Georgetown, Mass.... 105
Georgetown Street R. R. Co., Georgetown, Ky 104
Georgetown & Tenalleytown Ry. Co., Washington, D. C 270
Germantown Passenger Ry. Co., Philadelphia, Pa 206
Gettysburg Transit Co., Gettysburg, Pa 105
Girard Avenue Ry. Co., Philadelphia, Pa 206
Glens Falls, Sandy Hill & Fort Edward Street R. R. Co., Glens Falls, N. Y 106
Glenwood & Polytechnic College Street Ry. Co., Fort Worth, Tex 99
Globe Street Ry. Co., Fall River, Mass 95
Gloucester, Essex & Beverly Street Ry. Co., Gloucester, Mass... 107
Gloucester Street Ry. Co., Gloucester, Mass 106
Gordon Heights Ry. Co., Wilmington, Del 282
Goshen & Indiana Traction Co., Angola, Ind 11
Grand Avenue Ry. Co., St. Louis, Mo 238
Grand Haven Street Ry. Co., Grand Haven, Mich 108
Grand Junction Street Ry. Co., Grand Junction, Col 108
Grand Rapids Ry. Co., Grand Rapids, Mich 108
Grand Rapids, Grand Haven & Muskegon Ry. Co., Grand Rapids, Mich 108
Grand Rapids, Holland & Lake Michigan Ry. Co., Grand Rapids, Mich 108
Grand Rapids & Kalamazoo Electric Ry. Co., Kalamazoo, Mich. 129
Grant Street Electric Ry. Co., Seattle, Wash 247
Great Falls Street Ry. Co., Great Falls, Mont 110
Green & Coates Streets Philadelphia Passenger Ry. Co., Philadelphia, Pa 207
Greenfield & Turner's Falls Street Ry. Co., Greenfield, Mass..... 110
Green Lake Electric Ry. Co., Seattle, Wash 247
Greensburg & Hempfield Electric Street Ry. Co., Greensburg, Pa 111
Greenville Light & Car Co., Greenville, Miss 111
Greenville Electric Ry. Co., Greenville, S. C 111
Greenwich & Schuylersville Electric R. R. Co., Greenwich, N.Y. 111
Grove City & Green Lawn Street Ry., Columbus, O 74
Guelph Street Ry. Co., Guelph, Ont 111
Gulf Coast Electric Ry. Co., Biloxi, Miss 25

H

Hagerstown Ry. Co., Hagerstown, Md 111
Halifax Electric Tramway, Ltd., Halifax, N. S 112
Hamburg Ry. Co., Hamburg, N. Y 112
Hamilton & Dundas Street Ry., Hamilton, Ont 113
Hamilton Electric Light & Cataract Power Co. (Ltd.), Hamilton, Ont 113
Hamilton, Grimsby & Beamsville Electric Ry. Co., Hamilton, Ont. 113
Hamilton & Lindenwald Electric Transit Co., Hamilton, O...... 113
Hamilton Radial Electric Ry. Co., Hamilton, Ont 113
Hamilton Street Ry. Co., Hamilton Ont 113
Hammond, Whiting & East Chicago Electric Ry. Co., Hammond, Ind 114
Hannibal Traction Co., Hannibal, Mo 114
Hannibal Ry. & Electric Co., Hannibal, Mo 115
Hanover & McSherrystown Street Ry. Co., Hanover, Pa 115
Harrisburg & Mechanicsburg Electric Ry. Co., Harrisburg, Pa.. 116
Harrisburg Traction Co., Harrisburg, Pa 115
Hartford, Manchester & Rockville Tramway Co., Hartford, Conn. 117

Hartford Street Ry. Co., Hartford, Conn 117
Hartford & Springfield Ry. Co., Hartford, Conn 118
Haverhill & Amesbury Street Ry. Co. Haverhill, Mass 118
Haverhill & Southern New Hampshire Street Ry. Co., Haverhill, Mass 118
Haverhill, Georgetown & Danvers Street Ry. Co. (The), Georgetown, Mass 104
Helena Power & Light Co., Helena, Mont 119
Henderson Street Ry. Co., Henderson, Ky 119
Hendersonville Street Ry. Co., Hendersonville, N. C 119
Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Mohawk, N. Y 159
Hestonville, Mantua & Fairmount Passenger Ry. Co., Philadelphia, Pa 207
Highland R, R. Co., New Albany, Ind 166
Holmesburg, Tacony & Frankford Electric Ry. Co. (The), Philadelphia, Pa 204
Holyoke Street Ry. Co., Holyoke, Mass 120
Home Electric Co., Baton Rouge, La 21
Home Electric Co., Dubuque, Ia 88
Hoosac Valley Street Ry. Co., North Adams, Mass 188
Hornellsville & Canisteo Ry. Co. (The), Hornellsville, N. Y 122
Hornellsville Electric Ry. Co. (The), Hornellsville, N. Y 121
Hot Springs Street R. R. Co., Hot Springs, Ark 122
Houghton County Street Ry. Co., Hancock, Mich 114
Houston Electric Street Ry. Co., Houston, Tex 122
Hudson & Bergen Traction Co., Hoboken, N. J 120
Hull Electric Co., (The), Hull, Que 123
Huntingdon Street Connecting Passenger Ry. Co., Phila., Pa 207
Huntington R. R. Co., Huntington, N. Y 123
Huntsville Ry., Light & Power Co., Huntsville, Ala 124
Hutchinson Street Ry. Co., Hutchinson, Kan 124

I

Illinois & Wisconsin R. R. Co., Morris, Ill 162
Independence & Rush Park Ry. Co., Independence, Ia 124
Indianapolis, Greenwood & Franklin Ry. Co., Indianapolis, Ind. 125
Indianapolis & Logansport Traction Co., Logansport, Ind 141
Indianapolis & Martinsville Traction Co., Indianapolis, Ind 125
Indianapolis Street Ry. Co., Indianapolis, Ind 124
Indiana Ry. Co., South Bend, Ind 252
Inland Traction Co., Souderton, Pa 252
Intermontane R. R. Co., Asheville, N. C 13
International Traction Co., Buffalo, N. Y 46
Interstate Consolidated Street Ry. Co., North Attleborough, Mass 189
Interstate Traction Co., Duluth, Minn 89
Iola Rapid Transit Co., Iola, Kan 125
Irondequoit Park R. R. Co., Rochester, N. Y 230
Ironton Electric Light & Ry. Co., Ironton, O 125
Ithaca Street Ry. Co., Ithaca, N. Y 125

J

Jackson Electric Ry., Light & Power Co., Jackson, Miss 126
Jackson & Suburban Traction Co., Jackson, Mich 126
Jackson & Suburban Street R. R. Co., Jackson, Tenn 126
Jacksonville Ry. Co., Jacksonville, Ill 126
Jacksonville Street Ry. Co., Jacksonville, Fla 126
Jamestown Street Ry. Co. (The), Jamestown, N. Y 126
Janesville Street Ry. Co., Janesville, Wis 127
Jefferson Avenue R. R. Co., St. Louis, Mo 238
Jeffersonville City Ry. Co., Jeffersonville, Ind 127
Jersey City & Bergen R. R. Co., Jersey City, N. J 128
Jersey City, Harrison & Kearney Ry. Co., Jersey City, N. J 128
Jersey City, Hoboken & Paterson Ry. Co., Hoboken, N. J 119
Johnson City & Carnegie Street Ry. Co., Johnson City, Tenn 128
Johnstown Passenger Ry. Co., Johnstown, Pa 129
Joliet R. R. Co., Joliet, Ill 129

K

Kankakee Electric Ry. Co., Kankakee, Ill 129
Kansas City—Leavenworth Ry. Co., Kansas City, Mo 130
Kansas City, Lawrence & Topeka Ry. Co., Kansas City, Mo 130
Kansas City & St. Joseph Electric R. R. Co., Kansas City, Mo 132
Keene Electric Street Ry. Co., Keene, N. H 132
Keokuk Electric Street Ry. & Power Co., Keokuk, Ia 132
Kessler Street Connecting Passenger Ry. Co., Philadelphia, Pa. 207
Keyport & Matawan Street R. R. Co., Keyport, N. J 132, 288
Key West Electric Co., Key West, Fla 132
Kingsbridge Ry. Co., New York 180
Kings County Elevated R. R. Co., Brooklyn, N. Y 43
Kingston City R. R. Co., Kingston, N. Y 132
Kingston, Portsmouth & Cataraqui Electric Ry. Co., Kingston, Ont. 133
Kittanning & Ford City Street Ry. Co., Kittanning, Pa 133
Knoxville Traction Co., Knoxville, Tenn 133
Kokomo Street Ry., Light & Power Co., Kokomo, Ind 133

L

Laconia Street Ry. Laconia, N. H 134
La Crosse City Ry. Co., La Crosse, Wis 134
La Crosse & Onoloska Street Ry. Co., La Crosse, Wis 134
Lackawanna Valley Traction Co., Scranton, Pa 246
Lafayette Street Ry., Lafayette, Ind 134
Lake Charles Street Ry. Co., Lake Charles, La 134
Lake Cities Electric Ry. Co., Michigan City, Ind 152
Lakeside Ry. Co., Mahanoy City, Pa 146
Lake Street Elevated R. R. Co., Chicago, Ill 63
Lancaster, Mechanicsburg & New Holland Ry. Co., Lancaster, Pa 135
Lancaster Traction Co., Lancaster, O 134
Lansing City Electric Ry. Co., Lansing, Mich 135
Lansing, Dexter & Ann Arbor Ry. Co., Lansing, Mich 136
Lansing, St. John & St. Louis Ry. Co. Lansing Mich 136
Larchmont Horse Ry. Co. (The), Larchmont, N. Y 136
Laredo Electric & Ry. Co., Laredo, Tex 136
Lawrence & Methuen Street Ry. Co., Lawrence, Mass 137
Lawrence & Reading Street Ry. Co., Lawrence, Mass 137
Leavenworth Electric R. R. Co., Leavenworth, Kan 137
Lebanon Valley Street Ry. Co., Lebanon, Pa 137
Lehigh Avenue Ry. Co. of Philadelphia (The), Philadelphia, Pa. 207
Lehigh Traction Co., Hazleton, Pa 119
Lehigh Valley Traction Co., Allentown, Pa 6
Leominster & Clinton Street Ry. Co., Leominster, Mass 138
Lewisburg, Milton & Watsontown Passenger Ry. Co., Lewisburg, Pa 138
Lewiston, Brunswick & Bath Street Ry. Co., Lewiston, Me 138
Lewiston Connecting Bridge Co., Buffalo, N. Y 49
Lewiston, Winthrop & Augusta Electric Ry. Co., Lewiston, Me 139
Lewiston & Youngstown Frontier R. R. Co., Lewiston, N. Y 139
Lewistown & Reedsville Electric Ry. Co., Lewistown, Pa 139
Lexington Ry. Co., Lexington, Ky 139, 288
Lexington Street Ry. Co., Lexington, Mo 140
Lexington & Boston Street Ry. Co., Boston, Mass 32
Liberty & Jeffersonville Electric Ry. Co., Liberty, N. Y 140
Lima & Honeoye Falls Electric Light & R. R. Co., Honeoye Falls, N. Y 121
Lima Electric Ry. & Light Co. (The), Lima, O 140
Lincoln Street Car Co., Lincoln, Ill 140
Lincoln Traction Co., Lincoln, Neb 140
Lindell Ry. Co., St. Louis, Mo 238
Linwood Street Ry. Co., Northbridge, Mass 190
Little Falls & Herkimer Street Ry. Co., Little Falls, N. Y 140
Little Rock Traction & Electric Co. (The), Little Rock, Ark 140
Lock Haven Electric Ry., Lock Haven, Pa 141
Lockport & Olcutt Ry. Co., Buffalo, N. Y 49
Logansport, Rochester & Northern Traction Co., Logansport, Ind. 141
London Street Ry. Co., London, Can 141
Long Branch Electric Ry. Co., Long Branch, N. J 141
Long Island Electric Ry. Co. (The), Brooklyn, N. Y 45
Longview & Junction Street Ry., Longview, Tex 142
Lookout Point Incline Co., Chattanooga, Tenn 57
Lorain & Cleveland R. R. Co. (The), Cleveland, O 70
Lorain Street Ry. Co., Lorain, O 142
Los Angeles & Pasadena Electric Ry. Co., Pasadena, Cal 199
Los Angeles-Pacific R. R. Co., Los Angeles, Cal 143
Los Angeles Ry. Co., Los Angeles, Cal 142
Los Angeles Traction Co., Los Angeles, Cal 143
Louisville Ry. Co., Louisville, Ky 143
Lowell, Lawrence & Haverhill Street Ry. Co., Lawrence, Mass. 136
Lowell & Suburban Street Ry. Co., Lowell, Mass 144
Lykens & Williams Valley Ry. Co., Harrisburg. Pa 116
Lynchburg Electric Ry. & Light Co., Lynchburg, Va 145
Lynchburg & Rivermont Street Ry. Co., Lynchburg, Va 145
Lynn & Boston R. R. Co., Boston, Mass 30

M

McKeesport, Wilmerding & Duquesne Ry. Co., McKeesport, Pa. 145
McKeesport & Youghougheny Street Ry. Co., McKeesport, Pa 146
Macon Consolidated Street Ry. Co., Macon, Ga 145
Macon Electric Light & Ry. Co., Macon, Ga 145
Madison Electric Ry. Co., Madison. Wis 146
Madison Light & Railway Co., Madison, Ind 146
Madison Street Cable Ry. Co., Seattle, Wash 247
Mahoning Valley Southeastern Ry. Co., Youngstown, O 286
Main Street R. R. Co., Jacksonville, Fla 126
Manchester Electric Co., Manchester, N. H 147
Manchester Street Ry. Co., Manchester, N. H 146
Manhattan Ry. Co., New York 180
Manistee, Filer City & Eastlake Ry. Co., Manistee, Mich 147
Manufacturers' Street Ry. Co., New Haven, Conn 172
Maple Avenue Ry. Co., Elmira, N. Y 92
Marcellus Electric R. R. Co., Marcellus, N. Y 147
Marietta Electric Co., Marietta, O 147
Marinette Gas, Electric Light & Street Ry. Co., Marinette, Wis 148
Marion Transit Ry. Co., Marion, Ind 148
Marion Street Ry. Co., Marion, O 148
Market Street Ry. Co., San Francisco, Cal 243
Marlborough Street Ry. Co., Marlborough, Mass 148
Marlborough & Westborough Street Ry. Co., Westborough, Mass 275

Marquette City & Presque Isle Ry. Co., Marquette, Mich. 149
Marshall Street Ry. Co. of the City of Philadelphia (The), Philadelphia, Pa. 207
Marshalltown Light, Power & Ry. Co., Marshalltown, Ia. 149
Martha's Vineyard Street Ry. Co., Martha's Vineyard, Mass. 149
Marysville & Yuba City Street R. R. Co., Marysville, Cal. 149
Mason City & Clear Lake Traction Co., Mason City, Ia. 149
Massachusetts Electric Companies, Boston, Mass. 29
Massena Electric Street Ry Co., (The) Massena, N. Y. 149
Maysville Street R. R. & Transfer Co., Maysville, Ky. 150
Meadville & Saegertown Street Ry. Co., Meadville, Pa. 150
Meadville Traction Co., Meadville, Pa. 150
Mechanicsburg & Buffalo Ry. Co., Mechanicsburg, Ill. 150
Medfield & Medway Street Ry. Co., Westwood, Mass. 277
Memphis Street Ry. Co., Memphis, Tenn. 150
Menasha & Neenah Street Ry. Co., Neenah, Wis. 166
Menominee Electric Light, Ry. & Power Co., Menominee, Mich. 150
Meriden Electric R. R. Co., Meriden, Conn. 151
Meriden, Southington & Compounce Tramway Co., Meriden, Conn. 151
Meridian Street Ry. & Power Co., Meridian, Miss. 152
Merrill Ry. & Lighting Co., Merrill, Wis. 152
Metropolitan Cable Ry. Co., Omaha, Neb. 194
Metropolitan R. R. Co., Washington, D. C. 271
Metropolitan Street Ry. Co., Kansas City, Mo. 130
Metropolitan Street Ry. Co., New York. 181
Metropolitan Street Ry. Co., Toronto, Ont. 265
Metropolitan West Side Elevated Ry. Co., Chicago, Ill. 64
Miami Valley Ry. Co., Piqua, O. 210
Michigan Traction Co., Kalamazoo, Mich. 129
Middleburgh & Oak Hill Traction Co., Coxsackie, N. Y. 78
Middlesex & Somerset Traction Co., New Brunswick, N. J. 168, 288
Middletown-Goshen Traction Co., Middletown, N. Y. 152
Middletown Street Ry. Co., Middletown, Conn. 152
Midland Street Ry. Co., St. Louis, Mo. 238
Milford, Attleboro & Woonsocket Ry. Co., Milford, Mass. 153
Milford, Holliston & Framingham Street Ry. Co., Milford, Mass. 154
Milford Street Ry. Co., Milford, Conn. 153
Milford & Uxbridge Street Ry. Co., Milford, Mass. 154
Military Post Street Ry. Co., Burlington, Vt. 51
Mill Creek Valley Street R. R. Co., Cincinnati, O. 66
Millville Traction Co., Millville, N. J. 154, 288
Milwaukee Electric Ry. & Light Co. (The), Milwaukee, Wis. 154
Milwaukee Light, Heat & Traction Co., Milwaukee, Wis. 156
Mineral Ridge & Niles Street Ry. Co., Niles, O. 185
Minneapolis & St. Paul Suburban Ry. Co. (The), Minneapolis. 158
Mississippi Valley Transit Co., East St. Louis, Ill. 90
Missouri R. R. Co., St. Louis, Mo. 238
Mobile Light & R. R. Co., Mobile, Ala. 159
Mobile Street R. R. Co., Mobile, Ala. 159
Moline Central Street Ry. Co., Moline, Ill. 159
Monongahela City Street Ry. Co., Monongahela City, Pa. 159
Monongahela Street Ry. Co., Pittsburg, Pa. 211
Monterey & Pacific Grove Street Ry. & Electric Power Co., Monterey, Cal. 160
Montgomery County Passenger Ry. Co., Norristown, Pa. 188
Montgomery Street Ry. Co., Montgomery, Ala. 160
Montgomery Suburban Street Ry. Co., Montgomery, Ala. 160
Montoursville Passenger Ry. Co., Montoursville, Pa. 160
Montreal Terminal Ry. Co., Montreal, Que. 162
Montreal Park & Island Ry. Co., Montreal, Can. 162
Montreal Street Ry. Co., Montreal, Can. 160
Montville Street Ry. Co., Montville, Conn. 162
Moodus & East Hampton Ry. Co., Bridgeport, Conn. 34
Moundsville, Benwood & Wheeling Ry. Co., Wheeling, W. Va. 278
Mt. Clemens & Lakeside Traction Co., Mt. Clemens, Mich. 163
Mt. Holly Street Ry. Co., Mt. Holly, N. J. 163, 288
Mt. Mansfield Electric R. R. Co., Stowe, Vt. 256
Mt. Pleasant, Connellsville & Uniontown Street Ry. Co., Connellsville, Pa. 75
Mt. Tom R. R. Co., Holyoke, Mass. 121
Mt. Vernon Electric Ry. Co., Mt. Vernon, O. 163
Mousam River R. R. Co., Sanford, Me. 242
Muscatine Electric Ry. Co., Muscatine, Ia. 163
Muskegon Street Ry. Co., Muskegon, Mich. 163
Myersville & Catochin Ry. Co., Frederick City, Md. 100
Mystic Valley Street Ry. Co., Stoneham, Mass. 256

N

Nashua Street Ry., Nashua, N. H. 164
Nashville Ry., Nashville, Tenn. 164
Nassau Electric R. R. Co. (of Brooklyn), Brooklyn, N. Y. 42
Natchez Light, Power & Transit Co., Natchez, Miss. 165
Natchez Street R. R. Co., Natchez, Miss. 164
Natick & Cochituate Street Ry. Co., Natick, Mass. 165
Natick & Needham Street Ry. Co., Natick, Mass. 165
National Ry. Co., of Illinois, St. Louis, Mo. 238
Nebraska City Street Ry. Co., Nebraska City, Neb. 166
Needham & Boston Street Ry. Co., Quincy, Mass. 226
Negaunee & Ishpeming Street Ry. & Electric Co., Negaunee, Mich 166
Nelson Electric Tramway Co., Nelson, B. C. 166
Neversink Mountain R. R. Co., Reading, Pa. 227
New Albany Ry. Co., New Albany, Ind. 166
Newark & Granville Street Ry. Co., Newark, O. 166
Newark & Hackensack Traction Co., Rutherford, N. J. 233
Newark & Marion Ry. Co., Newark, N. Y. 288
Newark Passenger Ry. Co., Jersey City, N. J. 128
Newark Plank Road Co., Jersey City, N. J. 128
Newark & South Orange Ry. Co. (The), Jersey City, N. J. 128
New Bedford, Middleboro & Brockton Street Ry. Co., Brockton, Mass. 37
New Brunswick City Ry. Co., New Brunswick, N. J. 168
Newburgh Electric Ry. Co., Newburgh, N. Y. 169
New Castle & Delaware City Ry. Co., Wilmington, Del. 281
New Castle Traction Co., New Castle (Lawrence Co.), Pa. 170
New England Street Ry. Co., New Haven, Conn. 170
New Glasgow Electric Co., Ltd., New Glasgow, N. S. 170
New Jersey Traction Co., Jersey City, N. J. 128
New Jersey & Hudson River Ry. & Ferry Co. (The), Hackensack, N. J. 111, 287
New London Street Ry. Co., New London, Conn. 172
New Orleans & Carrollton R. R. Co., New Orleans, La. 172
New Orleans City R. R. Co., New Orleans, La. 172
New Paltz & Poughkeepsie Traction Co., New Paltz, N. Y. 173
Newport & Fall River Street Ry. Co., Newport, R. I. 174
Newport News & Old Point Ry. & Electric Co., Hampton, Va. 114, 288
Newport Street Ry. Co., Newport, R. I. 174
Newton & Boston Street Ry. Co., Newton, Mass. 175
Newton Street Ry. Co., Newton, Mass. 175
Newtonville & Watertown Street Ry. Co., Newton, Mass. 176
Newtown Electric Ry. Co., Newtown, Pa. 176
Newtown, Langhorne & Bristol Trolley Street Ry. Co., Langhorne, Pa. 135
New York & Harlem R. R. Co., New York. 182
New York & North Shore R. R. Co., Brooklyn, N. Y. 45
New York & Philadelphia Traction Co. (The), New Brunswick, N. J. 168
New York & Queens County Ry. Co., Long Island City, New York. 141
New York, Westchester & Connecticut Traction Co., New York. 185
Niagara Gorge R. R. Co., Niagara Falls, N. Y. 185
Niagara Falls, Park & River Ry. Co., Buffalo, N. Y. 49
Niagara Falls & Suspension Bridge Ry. Co., Buffalo, N. Y. 49
Niagara Falls Suspension Bridge Co., Buffalo, N. Y. 49
Niagara Falls, Wesley Park & Clifton Tramway Co., Niagara Falls, Ont. 185
Niagara Falls, Whirlpool & Northern Ry. Co., Buffalo, N. Y. 49
Ninth Avenue R. R. Co., New York. 182
Norfolk & Atlantic Terminal Co., Norfolk, Va. 186
Norfolk Central Street Ry. Co., Dedham, Mass. 81
Norfolk Ry. & Light Co., Norfolk, Va. 186
Norfolk Southern Street Ry. Co., Norfolk, Mass. 186
Norfolk, Portsmouth & Newport News Ry. Co., Norfolk, Va. 186
Norfolk Suburban Street Ry. Co., Boston, Mass. 31
Norfolk Western Street Ry. Co., Dedham, Mass. 81
Norristown Passenger Ry. Co., Norristown, Pa. 188
North American Co., Milwaukee, Wis. 156
Northampton & Amherst Street Ry. Co., Northampton, Mass. 189
Northampton Street Ry. Co., Northampton, Mass. 188
North Chicago Street R. R. Co., Chicago, Ill. 58
North Dallas Circuit Ry. Co., Dallas, Tex. 79
Northern Electric Ry. Co., Chicago, Ill. 62
Northern Ohio Traction Co., Akron, O. 5
Northern Passenger Ry. Co., Philadelphia, Pa. 207
Northern Ry. & Improvement Co., Fairhaqen, Wash. 95
North Hudson County Ry. Co., Hoboken, N. J. 120
North Jersey Street Ry. Co., Jersey City, N. J. 127, 288
North Kankakee Electric Light & Ry. Co. (The), Kankakee, Ill. 129
North Mount Vernon Ry. Co., Mount Vernon, N. Y. 163
North Side Consolidated Street Ry. Co., Chattanooga, Tenn. 57
Northwestern Elevated R. R. Co., Chicago, Ill. 64
North Woburn Street R. R. Co., North Woburn, Mass. 190
Norton & Taunton Electric Ry. Co., Norton, Mass. 190
Norwalk Street Ry. Co., Norwalk, Conn. 191
Norwalk Tramway Co., Norwalk, Conn. 191
Norway & Paris Street Ry. Co., Norway, Me. 191
Norwich Street Ry. Co., Norwich, Conn. 192
Norwood, Canton & Sharon Street Ry. Co., Norwood, Mass. 192
Nyack Traction Co., Nyack, N. Y. 192

O

Oak Hill Traction Co., Coxsackie, N. Y. 78
Oakland R. R. Co., Oakland, Cal. 193
Oakland, San Leandro & Haywards Ry., Consolidated, Oakland, Cal. 192
Oakland Transit Co., Oakland, Cal. 192
Oakwood Street Ry. Co., Dayton, O. 80
Ocean City Electric R. R. Co., Ocean City, N. J. 193
Ocean Electric Ry. Co., Rockaway, N. Y. 231
Ogden Rapid Transit Co., Ogden, Utah. 193
Ogdensburg Street Ry. Co., Ogdensburg, N. Y. 193
Ohio Central Traction Co., Galion, O. 102
Ohio River Electric Ry. & Power Co., Pomeroy, O. 216
Ohio Valley Electric Ry. Co., Ashland, Ky. 13
Oil City Street Ry. Co., Oil City, Pa. 193
Old Dominion Ry. Co., Portsmouth, Va. 220
Oklahoma City Land & Electric Ry. Co., Oklahoma City, I. T. 194
Olean, Rock City & Bradford R. R. Co., Bradford, Pa. 33
Olean Street Ry. Co., Olean, N. Y. 194

Olympia Light & Power Co., Olympia, Wash...... 194
Omaha, Council Bluffs & Suburban Ry. Co., Council Bluffs, Ia.. 77
Omaha & Council Bluffs Ry. & Bridge Co., Council Bluffs, Ia... 77
Omaha Street Ry. Co., Omaha, Neb...... 194
Oneida Ry. Co., Oneida, N. Y...... 194
Oneida Street R. R. Co., Utica, N. Y...... 268
Oneonta, Cooperstown & Richfield Springs Ry. Co., Oneonta, N. Y...... 195
Ontario Light & Traction Co., Canandaigua, N. Y...... 53
Ontario & San Antonio Heights Ry. Co., Ontario, Cal...... 195
Opelika & Auburn Electric Ry. Co., Opelika, Ala...... 195
Orangeburg City Street Ry. Co., Orangeburg, S. C...... 196
Orange & Irving Street Ry. Co., Orange, Mass...... 195
Orange Mountain Traction Co., Orange, N. J...... 196, 288
Orange & Passaic Valley Ry. Co., Orange, N. J...... 195
Orleans & Jefferson Ry. Co., New Orleans, La...... 173
Orleans R. R. Co., New Orleans, La...... 173
Oshawa Ry. Co. (The), Oshawa, Ont...... 196
Oskaloosa Street Ry. & Land Co., Oskaloosa, Ia...... 196
Ossining Electric Ry. Co., Sing Sing, N. Y...... 251
Oswego Traction Co., Oswego, N. Y...... 196
Ottawa Electric Ry. Co. (The), Ottawa, Ont...... 197
Ottawa Ry. Light & Power Co. Ottawa, Ill...... 197
Ottumwa Electric & Steam Co., Ottumwa, Ia...... 197
Owensboro City R. R. Co., Owensboro, Ky...... 198
Owosso & Corunna Electric Co., Owosso, Mich...... 198

P

Paducah Ry. & Light Co., Paducah, Ky...... 198
Palatka & Heights Street Ry. Co., Palatka, Fla...... 198
Palisades R. R. Co., Hoboken, N. J...... 120
Palmer & Monson Street Ry. Co., Palmer, Mass...... 198
Paris Ry. Co., Paris, Tex...... 198
Paris Street Car Co., Paris, Tenn...... 194
Parkersburg Gas, Elec. Light & Street Ry. Co., Parkersburg, W. Va. 199
Pasadena & Mt. Lowe Ry. Co., Pasadena, Cal...... 199
Passaic & Newark Electric Traction Co., Newark, N. J...... 128
Patchogue & Port Jefferson Traction Co., Patchogue, N. Y...... 199
Paterson Central Electric R. R. Co., Paterson, N. J...... 199
Paterson Horse R. R. Co., Paterson, N. J...... 199
Paterson Ry. Co., Paterson, N. J...... 199
Patterson Heights Street Ry. Co., Beaver Falls, Pa...... 22
Pawcatuck Valley Street Ry. Co., Westerly, R. I...... 276
Pawtucket Street Ry. Co., Providence, R. I...... 223
Pawtuxet Valley Electric Street Ry. Co., Providence, R. I...... 223
Peekskill Lighting & R. R. Co., Peekskill, N. Y...... 200
Pelham Park R. R. Co., City Island, New York...... 67
Pembrook Street Ry. Co., Plymouth, Mass...... 215
Penn Yan, Keuka Park & Branchport Ry., Penn Yan, N. Y...... 200
Pennsylvania Motor Co., Easton, Pa...... 91
Pennsylvania & Ohio Ry. Co., Ashtabula, O...... 14
Penobscot Central Ry. Co., Bangor, Me...... 20
Pensacola Electric Terminal Ry. Co., Pensacola, Fla...... 200
People's Electric Ry. Co., Sandusky, O...... 241
People's Electric Street Ry. Co., Rochester, Pa...... 231
Peole's Gas & Electric Co., Defiance, O...... 82
People's Passenger Ry. Co., Philadelphia, Pa...... 207
People's R. R. Co. St. Louis, Mo...... 238
People's Ry. Co. (The), Dayton, O...... 80
People's Ry. Co. of Pottsville, Pottsville, Pa...... 221
People's Street Ry. Co., Centerville, Ia...... 54
People's Street Ry. Co., Nanticoke, Pa...... 163
People's Street Ry. & Improvement Co. (The), New Decatur, Ala. 170
People's Traction Co., of Philadelphia (The), Philadelphia, Pa.. 208
People's Tramway Co., Putnam, Conn...... 224
Peoria & Pekin Terminal Ry. Co., Peoria, Ill...... 200
Peoria & Prospect Heights Ry. Co., Peoria, Ill...... 200
Petaluma Street R. R. Co., Petaluma, Cal...... 201
Peterborough & Ashburnham Street Ry. Co., Ltd., Peterborough, Ont...... 201
Philadelphia & Bristol Passenger Ry. Co., Philadelphia, Pa...... 203
Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co., Philadelphia, Pa...... 208
Philadelphia City Passenger Ry. Co. (The), Philadelphia, Pa... 208
Philadelphia, Morton & Swarthmore Street Ry. Co., Chester, Pa. 58
Philadelphia & Darby Ry. Co., Philadelphia, Pa...... 208
Philadelphia & Gray's Ferry Passenger Ry. Co., Philadelphia, Pa. 208
Philadelphia Traction Co., Philadelphia, Pa...... 208
Philadelphia & West Chester Traction Co., Philadelphia, Pa.... 203
Phillipsburg Horse Car R. R. Co., Phillipsburg, N. J...... 210
Phœnix Ry. Co., Phœnix, Ariz...... 210
Pittsburg & Birmingham Traction Co., Pittsburg, Pa...... 212
Pittsburg R. R. Co., Pittsburg, Kan...... 210
Pittsburg, McKeesport & Connellsville Ry. Co., Pittsburg, Pa.. 214
Pittsfield Electric Street Ry. Co., Pittsfield, Mass...... 214
Pittston & Scranton Street Ry Co., Scranton, Pa...... 246
Plainfield Street Ry. Co., Plainfield, N. J...... 214
Plattsburgh Traction Co., Plattsburgh, N. Y...... 214
Plum Island Electric Street Ry. Co., Newburyport, Mass...... 169
Plymouth & Kingston Street Ry. Co., Plymouth, Mass...... 215
Plymouth & Sandwich Street Ry. Co., Plymouth, Mass...... 215
Pontiac-Flint Electric Ry. Co., Flint, Mich...... 98
Port Carbon & Middleport Electric Ry. Co., Pottsville, Pa...... 221
Port Chester Street Ry. Co., Port Chester, N. Y...... 217
Port Dalhousie, St. Catherines & Thorold Electric Street Ry. Co., Ltd., St. Catherines, Ont...... 233
Port Jervis Electric Street Ry. Co., Port Jervis, N. Y...... 217
Portland City & Oregon Ry. Co., Portland, Ore...... 219
Portland & Cape Elizabeth Ry. Co., Portland, Me...... 216
Portland R. R. Co., Portland, Me...... 217
Portland Ry. Co., Portland, Ore...... 218
Portland Traction Co, Portland, Ore...... 219
Portland & Yarmouth Electric Ry. Co., Portland, Me...... 218
Portsmouth, Kittery & York Street Ry. Co., Portsmouth, N.H.. 219
Portsmouth Street R. R. & Light Co., Portsmouth, O...... 219
Pottstown Passenger Ry. Co., Pottstown, Pa...... 220
Pottsville Union Traction Co., Pottsville, Pa...... 220
Pottsville & Reading Ry. Co., Pottsville, Pa...... 221
Poughkeepsie City & Wappingers Falls Electric Ry. Co., Poughkeepsie, N. Y...... 221
Presidio & Ferries R. R. Co., San Francisco, Cal...... 243
Price Hill Inclined Plane R. R. Co (The), Cincinnati, O...... 67
Providence Cable Tramway Co., Providence, R. I...... 222
Providence-Pawtucket-Rhode Island Suburban Ry. Co., Providence, R. I...... 222
Providence & Danielson Ry. Co., Providence, R. I...... 223
Providence & Taunton Street Ry. Co., Taunton, Mass...... 223
Pueblo Traction & Electric Co., Pueblo, Col...... 223
Punxsutawney Street Passenger Ry. Co., Punxsutawney, Pa.... 224
Put-in-Bay Water Works, Light & Ry. Co., Put-in-Bay, O...... 224

Q

Quakertown Traction Co., Quakertown, Pa...... 224
Quebec Railway, Light & Power Co., Quebec, Can...... 225
Quincy & Boston Street Ry. Co., Quincy, Mass...... 225
Quincy Horse Ry. & Carrying Co., Quincy, Ill...... 225

R

Radford Street Ry. Co., Radford, Va...... 226
Rahway Electric Co. (The), Rahway, N. J...... 226
Railways Company General, Philadelphia, Pa...... 204
Raleigh Electric Co. (The), Raleigh, N. C...... 226
Rapid City Street Ry. Co., Rapid City, S. Dak...... 226
Rapid Ry. Co. (The), Detroit, Mich...... 86
Rapid Transit Co., of Chattanooga, Tenn...... 57
Rapid Transit Co. of Ohio, Xenia, O...... 285
Rapid Transit Ry. Co., Dallas, Tex...... 78
Rapid Transit Street Ry. Co., of Newark, Jersey City, N. J...... 128
Raritan Traction Co., Perth Amboy, N. J...... 201
Reading City Passenger Ry. Co., Reading, Pa...... 227
Reading & Lowell Street Ry. Co., Lowell, Mass...... 144
Reading & South Western Street Ry Co., Reading, Pa...... 227
Reading & Temple Electric Ry., Reading, Pa...... 227
Reading Traction Co., Reading, Pa...... 227
Reading & Womelsdorf Ry., Reading, Pa...... 227
Redlands Street Ry. Co., Redlands, Cal...... 228
Red Oak Street Ry. Co., Red Oak, Ia...... 228
Rhinebeck & Rhinecliff Street Surface R. R. Co., Rhinebeck, N. Y. 228
Rhode Island Suburban Ry. Co., Providence, R, I...... 223
Richmond Passenger & Power Co., Richmond, Va...... 228
Richmond Traction Co., Richmond, Ind...... 228
Richmond Traction Co., Richmond, Va...... 228
Ridge Avenue Connecting Ry. Co., Philadelphia, Pa...... 209
Ridge Avenue Passenger Ry. Co. (The), Philadelphia, Pa...... 209
Ringing Rocks Electric Ry. Co., Pottstown, Pa...... 220
Riverside & Arlington Ry. Co., Riverside, Cal...... 229
Riverview Electric Street Ry. Co., Beaver Falls, Pa...... 22
Roanoke Ry. & Electric Co., Roanoke, Va...... 229
Rochester, Charlotte & Manitou R. R. Co., Rochester, N. Y.... 230
Rochester Ry. Co., Rochester, N. Y...... 229
Rochester & Sodus Bay R. R. Co., Rochester, N. Y...... 231
Rochester & Suburban Ry. Co., Rochester, N. Y...... 230
Rockford Ry. Light & Power Co., Rockford, Ill...... 231
Rockland, Thomaston & Camden Street Ry. Co., Rockland, Me. 231
Rockport Street Ry. Co., Rockport, Mass...... 232
Rome City Street Ry. Co., Rome, N. Y...... 232
Roxborough, Chestnut Hill & Norristown Ry. Co., Philadelphia, Pa...... 204
Rutland Street Ry. Co., Rutland, Vt...... 233

S

Saco Valley Electric R. R. Co., Saco, Me...... 233
Sacramento Electric, Gas & Ry. Co., Sacramento, Cal...... 233
Saginaw Surburban Ry. Co., Saginaw, Mich...... 234
Saginaw Valley Traction Co., Saginaw, Mich...... 234
St. Charles Street R. R. Co., New Orleans, La...... 173
St. Johnsbury Street R. R. Co., St. Johnsbury, Vt...... 234
St. John Ry. Co. (The), St. John, N. B...... 234
St. Joseph & Benton Harbor Street Ry. Co., St. Joseph, Mich.... 234
St. Joseph Ry., Light, Heat & Power Co., St. Joseph, Mo...... 235
St. Louis & Belleville Electric Ry. Co., Belleville, Ill...... 22
St. Louis & Bellville Traction Co., Bellville, Ill...... 22
St. Louis & Belleville Suburban Electric Ry. Co., East St. Louis, Ill. 90

St. Louis, Clayton & Creve Cœur Lake R. R. Co., St. Louis, Mo. 239
St. Louis County Street Ry. Co., St. Louis, Mo 239
St. Louis & East St. Louis Electric Ry. Co., St. Louis, Mo 239
St. Louis & Kirkwood R. R. Co., St. Louis, Mo 239
St. Louis & Meramec River R. R. Co., St. Louis, Mo 239
St. Louis R. R. Co., St. Louis, Mo 238
St. Louis & Suburban Ry. Co., St. Louis, Mo 239
St. Louis Transit Co., St. Louis, Mo 236
St. Thomas Street R. R. Co., St. Thomas, Can 240
Salem Electric Ry. Co., Salem, O 240
Salem Light & Traction Co., Salem, Ore 240
Salem & Wakefield Street Ry. Co., Salem, Mass 240
Salt Lake City R. R. Co., Salt Lake City, Utah 240
Salt Lake Rapid Transit Co., Salt Lake City, Utah 240
San Antonio Traction Co., San Antonio, Tex 241
San Diego Electric Ry. Co., San Diego, Cal 241
Sandusky, Milan & Norwalk Electric Ry. Co., Sandusky, O 241
Sandusky, Monroeville, Bellville & Norwalk Electric Ry. Co., Sandusky, O 241
Sandusky, Norwelk & Southern Elec. Ry. Co., Sandusky, O 241
Sandusky & Interurban Electric Ry. Co., Sandusky, O 241
Sandwich, Windsor & Amherstburg Ry. Co., Windsor, Ont 282
Sanford & Cape Porpoise Ry. Co., Sanford, Me 242
San Francisco & San Mateo Electric Ry. Co., San Francisco, Cal. 243
San Jose R. R. Co., San Jose, Cal 244
San Jose & Santa Clara R. R. Co., San Jose, Cal 243
San Luis Street Ry. Co., San Luis Obispo, Cal 244
Santa Ana & Orange Motor Co., Santa Ana, Cal 244
Santa Barbara Consolidated Electric Co., Santa Barbara, Cal 244
Santa Cruz Electric Ry. Co., Santa Cruz, Cal 244
Santa Rosa Street Ry. Co., Santa Rosa, Cal 244
Saratoga Northern Ry. Co., Saratoga, N. Y 245
Saratoga Traction Co., Saratoga, N. Y 244
Sarnia Street Ry. Co., Sarnia, Ont 245
Savannah, Thunderbolt & Isle of Hope Ry. Co., Savannah, Ga 245
Schenectady Ry. Co., Schenectady, N. Y 245
Schuylkill Electric Ry. Co., Pottsville, Pa 221
Schuylkill Haven & Orwigsburg Electric Ry. Co., Pottsville, Pa. 221
Schuylkill River Passenger Ry. Co., Philadelphia, Pa 209
Schuylkill Traction Co., Girardville, Pa 105
Schuylkill Valley Traction Co., Norristown, Pa 186
Scranton & Carbondale Traction Co., Scranton, Pa 246
Scranton & Pittston Traction Co., Scranton, Pa 246
Scranton Ry. Co., Scranton, Pa 246
Sea Beach Ry. Co., Brooklyn, N. Y 43
Sea Cliff Inclined Cable Ry. Co., Sea Cliff, N. Y 247
Searcy & Des Arc R. R. Co., Searcy, Ark 247
Seashore Electric Ry. Co., Asbury Park, N. J 13
Seattle Electric Co., Seattle, Wash 247
Seattle & Renton Ry. Co., Seattle, Wash 248
Seattle City Ry. Co., Seattle, Wash 248
Seattle Traction Co., Seattle, Wash 247
Sea View R. R. Co., Coney Island, Brooklyn, N. Y 44
Sea View R. R. Co., Wakefield, R. I 269
Second Avenue R. R. Co., New York 182
Second & Third Streets Passenger Ry. Co., Philadelphia, Pa 209
Sedalia Electric & Ry. Co., Sedalia, Mo 248
Selma Street & Suburban Ry. Co., Selma, Ala 248
Seneca Electric Ry. Co. (The), Seneca Falls, N. Y 249
Seventeenth & Nineteenth Streets Passenger Ry. Co., Philadelphia, Pa 209
Shamokin & Edgewood Electric Ry. Co., Shamokin, Pa 248
Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa 249
Sharon & Wheatland Street Ry. Co., Sharon, Pa 249
Sheboygan Light, Power & Ry. Co., Sheboygan, Wis 249
Shelburne Falls & Colrain Street Ry. Co., Shelburne Falls, Mass. 249
Shelton Street Ry. Co., Shelton, Conn 250
Shenandoah Electric Street Ry. Co., Shenandoah, Pa 250
Sherbrooke Street Ry. Co., Sherbrooke, Que 250
Shreveport City R. R. Co., Shreveport, La 251
Sioux City Traction Co., Sioux City, Ia 251
Sixth Avenue R. R. Co., New York 182
Skowhegan & Norridgewock Ry. & Power Co., Skowhegan, Me. 251
Somerset Traction Co., Skowhegan, Me 252
Southbridge & Sturbridge Street Ry. Co., Southbridge, Mass 252
South Chicago City Ry. Co., Chicago, Ill 62
Southern Boulevard R. R. Co., New York 182
Southern Electric Ry. Co., St. Louis, Mo 239
Southern Light & Traction Co., San Antonio, Tex 241
Southern Ohio Traction Co., Hamilton, O 112
Southern Traction Co., Pittsburgh, Pa 214
South Grand Rapids Street Ry. Co., Grand Rapids, Mich 110
South Jersey Gas, Electric & Traction Co., Camden, N. J 52
South Middlesex Street Ry. Co., Natick, Mass 165
South Orange & Maplewood Traction Co., Orange, N. J 196
South Shore & Boston Street Ry. Co., Hanover, Mass 115
South Side Elevated R. R. Co., Chicago, Ill 62
South Side Passenger Ry. Co., Williamsport, Pa 280
South Side Ry. & Development Co., Petersburg, Va 201
Southwestern Ry. Co., St. Louis, Mo 239
Southwestern Traction Co., Philadelphia, Pa 204
Southwest Missouri Electric Ry. Co., Webb City, Mo 274
Spartanburg Ry., Gas & Electric Co., Spartanburg, S. C 253
Springfield Consolidated Ry. Co., Springfield, Ill 253
Springfield Electric Ry. Co., Charlestown, N. H 55
Springfield Electric Ry. Co., Springfield, Vt 254
Springfield Ry. Co. (The), Springfield, O 254
Springfield Street Ry. Co., Springfield, Mass 253
Springfield Traction Co., Springfield, Mo 254
Stamford Street R. R. Co., Stamford, Conn 254
Star Electric Co., Dubuque, Ia 88
State Electric Co., Clinton, Ia 71
Staten Island Electric R. R. Co., Staten Island, N. Y 254
Staten Island Midland R. R. Co., Staten Island, N. Y 255
Staunton Light & Power Co., Staunton, Va 255
Steubenville Traction Co., Steubenville, O 255
Stillwater & Mechanicville Street Ry. Co., Stillwater, N. Y 256
Stockton Electric Ry. Co., Stockton, Cal 256
Stoughton & Randolph Street Ry. Co., Randolph, Mass 226
Streator Ry. Co., Streator, Ill 257
Street Ry. of Grand Island, Grand Island, Neb 108
Stroudsburg Passenger Ry. Co., Stroudsburg, Pa 257
Suburban Rapid Transit Street Ry. Co., Pittsburg, Pa 212
Suburban R. R. Co. (The), Chicago, Ill 62
Sunbury & Northumberland Electric Ry. Co., Sunbury, Pa 257
Superior Rapid Transit Ry. Co., West Superior, Wis 277
Susquehanna Traction Co., Lock Haven, Pa 140
Sutro R. R. Co., San Francisco, Cal 243
Sutter Street Ry. Co., San Francisco, Cal 243
Sycamore & DeKalb Electric Ry. Co., Sycamore, Ill 257
Syracuse, Lakeside & Baldwinsville Ry. Co., Syracuse, N. Y 258
Syracuse & Oneida Lake Electric Ry. Co., Syracuse, N. Y 259
Syracuse Rapid Transit Ry. Co., Syracuse, N. Y 257
Syracuse, Skaneateles & Moravia R. R. Co., Moravia, N. Y 162
Syracuse & Suburban R. R. Co., Syracuse, N. Y 258

T

Tacoma Ry. & Power Co., Tacoma, Wash 259
Tamaqua & Lansford Street Ry. Co., Lansford, Pa 135
Tamaqua & Pottsville Electric R. R., Pottsville, Pa 221
Tama & Toledo Electric Ry. & Light Co., Toledo, Ia 263
Tampa Electric Co., Tampa, Fla 259
Tarentum Traction Passenger Ry. Co., Tarentum, Pa 259
Tarrytown, White Plains & Mamaroneck Ry. Co., White Plains, N. Y 278
Taunton & Brockton Street Ry. Co., Taunton, Mass 260
Taunton Street Ry. Co., Taunton, Mass 259
Taylor Avenue Street Ry. Co., St. Louis, Mo 239
Temple Street Cable Ry. Co., Los Angeles, Cal 143
Templeton Street Ry. Co., Templeton, Mass 261
Terre Haute Electric Co., Terre Haute, Ind 261
Texarkana Street Ry. Co., Texarkana, Ark 262
Third Avenue R. R. Co. (The), New York 183
Third Street & Suburban Ry. Co., Seattle, Wash 247
Thirteenth & Fifteenth Streets Passenger Ry. Co., Philadelphia, Pa 209
Thirty-fourth Avenue Ry., Denver, Col 83
Thirty-fourth Street Crosstown Ry. Co., New York 183
Tiffin, Fostoria & Eastern Electric Ry. Co., Tiffin, O 262
Titusville Electric Traction Co., Titusville, Pa 262
Toledo, Adrian & Jackson Ry., Toledo, O 263
Toledo, Bowling Green & Fremont Ry. Co., Toledo, O 263
Toledo, Fosteria & Findlay Electric Ry. Co., Findlay, O 96
Toledo, Fremont & Norwalk Interurban R. R. Co., Fremont, O 101
Toledo & Maumee Valley Ry. Co., Toledo, O 263
Toledo & Monroe Ry., Toledo, O 263
Toledo Traction Co., Toledo, O 263
Toledo & Western Ry. Co., Toledo, O 263
Topeka Ry. Co. (The), Topeka, Kan 265
Toronto Ry. Co., Toronto, Ont 265
Toronto Suburban Street Ry. Co., Ltd., Toronto Junction, Ont 265
Torrington & Winchester Street Ry. Co., Torrington, Conn 265
Town of Port Arthur Electric Ry. & Light, Port Arthur, Ont 216
Trenton Street Ry. Co., Trenton, N. J 266
Tri-City Ry. Co., Davenport, Ia 79
Troy City Ry. Co., Troy, N. Y 266
Troy & New England R. R. Co., Troy, N. Y 266
Trumbull Electric R. R. Co., Warren, O 269
Tucson Street Ry. Co., Tucson, Ariz 266
Tuscarawas Electric Co., Canal Dover, O 53
Tuscarawas R. R. Co., New Philadelphia, O 174
Twenty-Eighth & Twenty-Ninth Streets Crosstown R. R. Co., New York 183
Twenty-Second Street & Allegheny Avenue Passenger Ry. Co., Philadelphia, Pa 209
Twenty-Third Street Ry. Co., New York 184
Twin City General Electric Co., Ironwood, Mich 125
Twin City Rapid Transit Co., Minneapolis, Minn 156

U

Union Consolidated Elevated R. R. Co., Chicago, Ill 64
Union Depot R. R. Co., St. Louis Mo 239
Union Electric R. R., Dover, N. H 87
Union Electric Co., Dubuque, Ia 88
Union Elevated R. R. Co. Chicago, Ill 64
Union Passenger Ry. Co. (The), Philadelphia, Pa 210
Union R. R. Co., Providence, R. I 222
Union Ry. Co., Chester, Pa 58
Union Ry. Co. of New York City, New York 184
Union Street Ry. Co., New Bedford, Mass 166
Union Street Ry. Co., Santa Rosa, Cal 244

Union Street Ry. Co., Winfield, Kan. 282
Union Street & Suburban Ry., Union, Ore. 267
Uniontown Electric Ry. Co., Uniontown, Pa. 267
Union Traction Co. of Indiana, Anderson, Ind. 11
Union Traction Co., Philadelphia, Pa. 201
Union Traction Co. of Pittsburg, Pittsburg, Pa. 214
Union Trunk Line, Seattle, Wash. 247
United Electric Co. (The), Dennison, O. 82
United Railways Co. of St. Louis, St. Louis, Mo. 235
United Railways & Electric Co., Baltimore, Md. 18
United Power & Transportation Co., Philadelphia, Pa. 205
United Traction Co., Albany, N. Y. 5
United Traction Co., Pittsburg, Pa. 213
United Traction Co., Reading, Pa. 227
United Traction & Electric Co., Providence, R. I. 222
Urbana & Champaign Ry., Gas & Electric Co., Champaign, Ill.. 55
Urbana, Mechanicsburg & Columbus Electric Ry. Co., Columbus, O. 74
Utica Belt Line Street R. R. Co., Utica, N. Y. 267
Utica & Mohawk R. R. Co., Utica, N. Y. 267

V

Valdosta Street Ry. Co., Valdosta, Ga. 268
Vallamont Traction Co.. Williamsport, Pa. 280
Valley Street Ry. Co. (The), Sharon, Pa. 249
Van Brunt Street & Erie Basin R. R. Co., Brooklyn, N. Y. 44
Venice, Madison & Granite City Ry. Co., Venice, Ill. 268
Vicksburg Electric Street Ry. Co., Vicksburg, Miss. 268
Vincennes Citizens' Street Ry. Co., Vincennes, Ind. 268

W

Wabash River Traction Co., Wabash, Ind. 268
Wakefield & Stoneham Street Ry. Co., Wakefield, Mass. 269
Wall & Cortlandt Street Ferries R. R. Co., New York. 180
Walnut Street Connecting Passenger Ry. Co. of the City of Philadelphia (The), Philadelphia, Pa. 210
Waltham, Ayer & Pepperell Street Ry. Co., Waltham, Mass.... 269
Waltham Street Ry. Co., Waltham, Mass. 269
Warren, Brookfield & Spencer Street Ry. Co., Brookfield, Mass. 38
Warren County R. R. Co., Glens Falls, N. Y. 106
Warren Street Ry. Co., Warren, Pa. 269
Washington, Alexandria & Mt. Vernon Electric Ry. Co., Washington, D.C. 271
Washington, Arlington & Falls Church Ry. Co., Washington, D. C. 271
Washington Electric Street Ry. Co., Washington, Pa. 272
Washington, Frederick & Gettysburg Elec. Ry. Co., Frederick, Md. 100
Washington & Glen Echo R. R. Co., Washington, D. C. 271
Washington & Great Falls Electric Ry. Co., Washington, D. C.. 271
Washington & Rockville Ry. Co., Washington, D. C. 271
Washington & University Street R. R. Co., Washington, D. C.. 272
Washington, Woodside & Forest Glen Ry. Co., Washington, D.C. 271
Washington Street Ry. Co., Washington, Ind. 272
Washington Traction & Electric Co., Washington, D. C. 270
Washington Water Power Co., Spokane, Wash. 253
Waterbury Traction Co., Waterbury, Conn. 272
Waterloo & Cedar Falls Rapid Transit Co., Waterloo, Ia. 272
Waterville & Fairfield Ry. & Light Co., Waterville, Me. 273
Waupaca Electric Light & Ry. Co., Waupaca, Wis. 274
Waverly, Sayre & Athens Traction Co., Waverly, N. Y. 274
Waxahachie Street Ry, Co., Waxahachie, Tex. 274
Weatherford City & Suburban R. R. Co., Weatherford, Tex. 274
Webster & Dudley Street R. R. Co., Webster, Mass. 275
Wellesley & Boston Street Ry. Co., Newton, Mass. 176
Wellston & Jackson Belt Ry. Co., Wellston, O. 275
Westborough & Worcester Street Ry. Co., Westborough, Mass.. 276
Westbrook, Windham & Naples Ry. Co., Westbrook, Me. 276
Westchester Electric R. R. Co., New York. 184
West Chester Street Ry. Co., West Chester, Pa. 276
West Chicago Street R. R. Co., Chicago, Ill. 59
West End & Long Branch Ry. Co., Long Branch, N. J. 141
West End Street Ry. Co., Boston, Mass. 28
West End Traction Co., Pittsburg, Pa. 213
Westfield & Elizabeth Street Ry. Co., Elizabeth, N. J. 92
Westfield, Mayville & Chautauqua R. R. Co., Westfield, N. Y... 277
West Jersey & Sea Shore R. R. Co., Atlantic City, N. J. 16
Westmoreland Ry. Co., Greensburg, Pa. 110
West Philadelphia Passenger Ry. Co., Philadelphia, Pa. 210
Westport & Saugatuck Horse R. R. Co., Westport, Conn. 277
West Roxbury & Roslindale Street Ry. Co., Boston, Mass. 32
West Shore Ry. Co., New Haven, Conn. 171
West Side Electric Street Ry. Co., San Antonio, Tex. 241
West Side Ry. Co., Salt Lake City, Utah. 240
West Side Street R. R. Co., Elmira, N. Y. 92, 287
West Street & North End Electric Ry. Co., Seattle, Wash. 247
Wheeling & Elm Grove R. R., Wheeling, W. Va. 278
Wheeling Traction Co., Wheeling, W. Va. 278
Wheeling Suburban R. R. Co., Wheeling, W. Va. 278
Wheeling & Wellsburg Ry. Co., Wheeling, W. Va. 278
White Line Traction Co., Hoboken, N, J. 120
Wichita R. R. & Light Co., Wichita, Kan. 279
Wilkesbarre, Dallas & Harvey's Lake Ry. Co., Wilkesbarre, Pa. 279
Wilkesbarre & Wyoming Valley Traction Co., Wilkesbarre, Pa.. 279
Wilkinsburg & East Pittsburgh Ry. Co., Braddock, Pa. 33
Williamsport Passenger Ry. Co., Williamsport, Pa. 279
Willimantic Street Ry. Co., Willimantic, Conn. 282
Wilmington City Ry. Co., Wilmington, Del. 281
Wilmington & Chester Traction Co., Wilmington, Del. 281
Wilmington & New Castle Electric Ry. Co., Wilmington, Del.... 281
Wilmington Street Ry. Co. (The), Wilmington, N. C. 282
Winchester Avenue R. R. Co., New Haven, Conn. 170
Windham Traction Co., Coxsackie, N. Y. 78
Winnebago Traction Co., Oshkosh, Wis. 196
Winnipeg Electric Street Ry. Co., Winnipeg, Man. 282
Winona Ry. & Light Co., Winona, Minn. 282
Winston-Salem Ry. & Electric Co., Winston, N. C. 282
Wisconsin Traction, Light, Heat & Power Co., Milwaukee, Wis. 156
Wissahickon Electric Passenger Ry. Co., Philadelphia, Pa. 210
Woburn & Reading Street Ry. Co., Reading, Mass. 226
Woodbridge & Sewaren Electric St. Ry. Co., Woodbridge, N. J.. 89
Woodland Ry. Co., Duluth, Minn. 89
Woodstock, Thames Valley & Ingersoll Electric Ry. Co., Woodstock, Ont. 288
Woonsocket Street Ry. Co., Woonsocket, R. I. 282
Worcester & Blackstone Valley Street Ry. Co., Millbury, Mass.. 154
Worcester & Clinton St. Ry. Co., Worcester, Mass. 284
Worcester Consolidated Street Ry. Co., Worcester, Mass. 283
Worcester & Marlborough Street Ry. Co., Worcester, Mass. 284
Worcester & Southbridge Street Ry. Co., Soutflbridge, Mass.... 253
Worcester & Suburban Street Ry. Co., Worcester, Mass. 283
Worcester & Webster Street Ry. Co., Worcester, Mass. 285
Worcester Traction Co., Worcester, Mass. 283
Woronoco Street Ry. Co., Westfield, Mass. 276
Worthington, Clintonville & Columbus Street Ry. Co., Columbus, O. 74
Wyandotte & Detroit River Ry., Detroit, Mich. 86

Y

Yarmouth Street Ry. Co., Yarmouth, N. S. 285
Yonkers R. R. Co. (The), Yonkers, N. Y. 285
York County Traction Co., York, Pa. 285
York Street Ry. Co., York, Pa. 286
Youngstown-Sharon Ry. & Light Co., Sharon, O. 249
Youngstown & Sharon Street Ry. Co., Youngstown, O. 286

Z

Zanesville, Adamsville & Coshocton Elec. Ry. Co., Zanesville, O. 286
Zanesville Electric Ry. Co., Zanesville, O. 286

THE PECKHAM MANUFACTURING COMPANY

SOLE MANUFACTURERS OF

PECKHAM'S PATENT

Single and Double Electric Trucks

and the Price Friction Power Brake

Bird's Eye View of the New Works of the Peckham Manufacturing Company.

With New Up-to-Date Works, especially designed for the Manufacture of Trucks and equipped with the most modern machinery, we are prepared to furnish upon short notice Electric Trucks suitable for any and all conditions of Electric Railway Service from the smallest 16 foot to the heaviest high speed 45 foot Pullman cars. Guaranteed to give satisfaction in every particular.

PECKHAM TRUCKS

HAVE NO EQUAL IN STRENGTH, DESIGN AND FINISH.

◆

GENERAL OFFICE AND WORKS: **KINGSTON, NEW YORK.**

◆

SALES OFFICES:

NEW YORK, 26 Cortlandt St. BOSTON, 53 State St. PHILADELPHIA, 420 Walnut St. CHICAGO, Marquette Building.
LONDON OFFICE, 59 City Road, E. C. JAPAN, No. 12 Yokohama. PARIS OFFICE, Bureau de Paris, 50 Boulevard Haussmann.
SAN FRANCISCO, 123 California St. AUSTRALIA, Melbourne and Sydney.

OF IMPORTANCE TO

BANKERS, BROKERS and INVESTORS

At the present time, as never before, the owners of street railway properties have come to realize the intimate relationship which exists between the earning capacity of any line and
stock equipment. Practically the entire re
company must come primarily from those
order, therefore, that a maximum income n
lutely necessary that the rolling stock shoul
ance, easy running. and well adapted to loc
the expenses of operation may be the lov
questions of economy and durability must b

STANFORD UNIVERSITY LIBRARY

To avoid fine, this book should be returned on or before the date last stamped below
10M—3-35

Standard Closed Car of the Metropolitan Stre
These cars are mounted on "Eureka" Maxim

The J. G. Brill Company is the recognized leader in the development of modern rolling stock. The international reputation of Brill cars and trucks, as embodying to the highest possible degree the important features mentioned above, has been gained through years of satisfactory operation on the principal street railway systems in all parts of the world. The J. G. Brill Company has made a special study of street railway requirements in Europe, South America and other parts of the world, and its manufacturing and shipping facilities are unexcelled. Its products possess a maximum of earning power, with a minimum of expense. : : : : : : : : : : :

J. G. BRILL COMPANY

Pacific Coast Agents, F. A. LAWSON & CO.
23 Davis St., San Francisco.
LONDON OFFICE, 17 Victoria St., S. W.

PHILADELPHIA, U. S. A.
Cablegrams, "BRILL, PHILADELPHIA."

0X
388
A512

Westinghouse

Complete Electric Railway Equipments.

"ENGINE-TYPE" GENERATORS.
RAILWAY MOTORS.
CIRCUIT BREAKERS.
SWITCHBOARDS.

750 K. W. Rotating Field Engine-Type Westinghouse Generator.
Edison Electric Illuminating Company, Brooklyn, N. Y.

RECOGNIZED AS STANDARD IN THE BEST PRACTICE.

Westinghouse Electric and Mfg Co.

PITTSBURGH, PA.

OFFICES.

New York, Atlanta, Austin, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Detroit, Minneapolis, Philadelphia, Pittsburg, St. Louis, San Francisco, Syracuse, Tacoma, Washington, Denver, Mountain Electric Co. Canada, Ahearn & Soper, Ottawa. Maritime Prov inces, John Starr, Son & Co. Ltd., Halifax, N. S. Mexico, G. & O. Braniff & Co., City of Mexico. Cuba, Havana, Arge Republic, Agar, Cross & Co. Buenos Ayres, Bolivia, Chili, Ecuador, Peru. J. K. Robinson, Iquique, Chili. Japan, Takata Tokio.

Westinghouse Electric Co., Ltd., Westinghouse Building., Norfolk St., Strand, London,

The name **Westinghouse** is a guarantee.

476113

BLAIR & CO.

DOMESTIC AND FOREIGN

BANKERS

33 WALL STREET

NEW YORK